THE BUILDER

INCORPORATING

"ARCHITECTURE" AND "THE BRITISH ARCHITECT"

VOL. CLXIII NOVEMBER 13 1942 NO. 5206

THE LONDON COMPLEX

THE meeting of the City Court of Common Council on November 5 (of which a report appears on p. 412) gave a fair general impression of the attitude of the City towards reconstruction. As might be expected the Royal Academy plan was regarded as going too far in many directions and as not economically practicable, in view of the demand to get back and restart business as expeditiously as possible; it was, in fact, suggested that the position was similar to that which involved the abandonment of Wren's plan in 1666 and the result might not be dissimilar. Of course, no one has anticipated the adoption of the R.A. plan in its entirety and its authors put it forward as suggestive rather than definite.

All the same, there is a note in the discussion somewhat discouraging to those hoping to see great achievements arising from the widespread clearances that have occurred. The position was defined in the following statement by the Chairman of the Special Committee: "The City of London is not a cathedral city in the accepted sense, it is very different and any attempt to make it such a cathedral city must obviously be impossible. Instead, the City of London is a hive of industry and its work has to be carried on amid the traffic and tumult which surround trade and commerce." Whether the atmosphere indicated by the words "traffic and tumult" is essential to the efficient conduct of trade and commerce seems a very questionable proposition in view of the fact that one of the main principles of reconstruction is to enable a well-ordered and smoothly-working system to be substituted.

It seems to be taken for granted that the City is a unit embodying certain activities which are fixed within its area. This is, as will be obvious, a fallacy, and can only secure support on the dubious basis of vested interests. The City is no longer the appropriate centre for provision markets nor for many of the wholesale trades that have hitherto been located there. Finance, insurance and international trade are its main functions.

The conflict between the programme envisaged and a national reconstruction scheme is rooted in the artificial importance attached to administrative boundaries which tends to place difficulties in the way of drastic changes in the economic structure of London. Apart from a great number of authorities in charge of specific activities our capital city is divided into three zones: the City in the centre, the London County Council area around this, and the outer belt under the Councils of the adjacent counties. Each of these zones tends naturally to expand its traditional activities outwards, but their governing bodies are reluctant to part with these activities as diminishing their power and influence. For example, we see that the L.C.C. has been impelled to move outside its own area to implement its housing and some other operations, and now we see the City disinclined to recognise the removal of types of business which have long ceased to form an essential feature in its economy.

It is generally realised by those studying the preparations for replanning that a vital factor is the recognition that all the various interests must be regarded as "pooled" with the aim of balancing loss in one direction against gain in another, otherwise important improvements could not be justified either socially or economically. This applies no less to administrative areas than to the position of the large industrial and transport organisations. London has to be looked at as a whole, and before we can regard as valid any programme for one of its zones the relation of these to each other must be defined; for this purpose, the obviously invalid boundaries between the administrative areas would have to be disregarded and the decisions made by a joint authority without bias as to the vested interests of each, but with the sole outlook of what is the suitable organisation for the 8,000,000 population as a united whole.

One can go even further, for there is a general recognition that replanning is a national or even an international question, but the steps towards this will take a long time and we may be satisfied that the Government has taken a reasonable course in providing an intermediate stage by the establishment of twelve regional areas as a basis for the larger programme. In these regions both official and voluntary groups are at work in securing the necessary information and embodying this in terms of planning. Such regional schemes have still to be reconciled with each other along the boundary lines; one of the advisory schemes for the London Region is in an advanced stage, and those around it are being started. This type of study makes it increasingly clear that only the most comprehensive outlook can give the type of reconstruction demanded.

For administrative purposes there are at least half a dozen different Londons, but the Region, as defined, practically embraces them all, though the influence of our Metropolis extends much further even than this and has to be taken account of by all the adjacent areas. It will therefore be clear that any decisions as to a limited zone such as the City or even the L.C.C. area would necessarily demand review as to the part they take in the organisation of the great conurbation of London as a whole.

The general indications suggest that the City would suitably provide for the financial and other previously mentioned activities, the L.C.C. area for the main administrative functions, both municipal and national, for education and recreation, industry and housing. The outer areas have a somewhat similar purpose, but would include more open space and demand particular attention to the preservation of the more fertile land for food production, a definitely economical provision considering the value of such production near such a large body of consumers. These notes are but a sketch for the picture of London as a whole, and have the single purpose of indicating the form which any general scheme of reconstruction for the Metropolis must take before important planning is done for any part of the area.

NOTES AND NEWS

Advisory Council for Building and Civil Engineering Industries.

THE Minister of Works and Planning has appointed an Advisory Council representing the employer, operative and professional sides of the Building and Civil Engineering Industries, for the examination and mutual consideration of problems and policies affecting the present and future position of these industries in relation to the demands of the country's building and civil engineering requirements. The members of the Council have been nominated by their respective bodies as follows:—

Mr. T. Howarth, O.B.E., Sir Jonah Walker-Smith, M.P., and Mr. G. H. Parker, C.B.E., National Federation of Building Trades Employers.

Mr. A. G. Hutton, Scottish National Building Trades Federation (Employers).

Mr. Henry T. Holloway, Mr. J. Crowley and Mr. N. H. LeMare, Federation of Civil Engineering Contractors.

Mr. J. W. Stephenson, J.P., Mr. Bruce Sandercock, Mr. Luke Fawcett and Mr. R. Coppock, C.B.E., National Federation of Building Trades Operatives.

Mr. Tom Pugh and Mr. H. Bullock, Civil Engineering Conciliation Board.

Mr. W. H. Ansell, M.C., P.R.I.B.A., and Mr. Hubert Worthington, O.B.E., F.R.I.B.A., Royal Institute of British Architects.

Sir Peirson Frank, M.Inst.C.E., F.S.I., and Mr. W. T. Halcrow, M.Inst.C.E., Institution of Civil Engineers.

Mr. Alan W. Davson, F.S.I., and Mr. Alexander H. Purdie, F.S.I., Chartered Surveyors' Institution.

Mr. G. H. Parker, C.B.E., has been elected Chairman, and Mr. J. W. Stephenson, J.P., Vice-Chairman.

*** This Council is not to be confused with the Central Council for Works and Buildings, set up by Lord Reith in August, 1941, whose members, it will be recalled, were directly nominated by the Minister himself. Messrs. J. W. Stephenson, Luke Fawcett, R. Coppock and Tom Pugh are members of both Councils. The terms of reference of the Central Council were sufficiently wide to have dealt with the matters now delegated to the new body, and the welcome inference must be drawn that the Minister (Lord Portal) has reverted to a policy of co-operation with the leading professional and employing associations and the operatives—through nominated representatives. It is possible that a major problem the new Council will consider is that of the inevitable contraction of the industry caused by Service demands.

Structural Engineers and Registration.

AT the recent quarterly meeting of the Architects' Registration Council, among the applications for admission to the Register rejected were those of Dr. Oscar Faber and Mr. H. J. Deane. Proceedings are reported on page 414.

Polish Architects at Liverpool.

SPEAKING at Liverpool University on the occasion of receiving the honorary degree of Doctor of Laws on November 6, General Sikorski expressed his pleasure at the inauguration of a Polish School of Architecture within the Liverpool School where, he said, young Polish architects would be able to study and acquire some of the knowledge stored in that treasury of science. "We are all soldiers to-day," he declared, "but to-morrow we shall all be architects. We shall rebuild Europe on a basis of Federal *blocs*, guaranteeing in this way her security and her fullest economic development." Lord Derby welcomed the General, and Professor L. B. Budden, Head of the School, delivered an address marking the inauguration of the Polish School, the second Polish institution of professional training created in Great Britain, the first being the Polish Faculty of Medicine in Edinburgh. In both these ventures the British Council had played a large part. The programme of reconstruction to be faced in Poland was immense and it was there that the Polish students would play their part. At the School they would receive instruction in part from the Liverpool School's staff and in part from the Polish teachers appointed by the Government of Poland. "If we on our part," concluded Professor Budden, "can make however small a contribution to the reconstruction of Poland by helping to train a nucleus of architects who will be ready when the time comes to assist in the replanning and rebuilding of her ruined cities, villages and countryside, the University will account it a great honour and a great privilege."

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A Building Broadcast.

NEXT Sunday, at 7.45 p.m., in the Home Service, the B.B.C. will broadcast the third of the weekly series of programmes "introducing the week's outstanding workers on the War Front." This will be one of building interest and will be taken part in by four workers who have helped to complete a soldiers' camp in two months under the scheduled time—Mr. Jack Fowler, foreman; Mr. Fred Caplin, bricklayer; Mr. Tom Clift, labourer; and Mr. Ted Rance, bricklayer. We were privileged to be present at the Maida Vale studios during a rehearsal and can promise those who listen in an interesting and amusing fifteen minutes. The programme is arranged and produced by Marjorie Banks, in collaboration with the Ministry of Works and Planning.

Decoration of British Restaurants.

THE Minister of Food has appointed Mr. Clive Gardiner, Principal of the Goldsmiths' College School of Art, as art adviser for the British Restaurants. Mr. Gardiner will assist local authorities on questions of design and interior decoration. A successful scheme under which British Restaurants in Greater London have been provided with pictures has been organised for the British Institute of Adult Education and the Council for the Encouragement of Music and Art by Lady Clark, wife of Sir Kenneth Clark, Director of the National Gallery. This scheme is to be continued and developed in collaboration with Mr. Gardiner.

Committee on the Design of Farm Buildings.

A COMMITTEE, under the chairmanship of Mr. T. W. Haward, has been set up by the Minister of Agriculture and Fisheries "to consider and make recommendations regarding the layout, design and construction of farm buildings after the war." All communications should be addressed to the Secretaries, Farm Buildings Committee, Ministry of Agriculture and Fisheries, 55, Whitehall, S.W.1. The members of the Committee are as follows:—

Mr. T. W. Haward (Chairman) (Past-President of the Land Agents' Society; Agent to the Duke of Northumberland); Professor L. P. Abercrombie, M.A., F.R.I.B.A.; Mr. William Alexander (farmer in Kent); Mr. Stanley Chivers, J.P. (farmer in Cambridgeshire, director of Chivers, Ltd.); Major A. Douglas, M.R.C.V.S., D.V.S.M. (Deputy Chief Veterinary Officer, Ministry of Agriculture); Professor F. L. Engledow, C.M.G., M.A., B.Sc. (Draper's Professor of Agriculture, Cambridge); Mr. George Gee (building contractor; farmer in Buckinghamshire and member of the Bucks W.A.E.C.); Mr. Edwin Gunn, A.R.I.B.A. (former Superintending Architect to the Ministry of Agriculture); Mr. Edward Holland-Martin (director of the Bank of England; landowner in Worcestershire); Mr. V. Holmes, C.B.E. (general secretary of the National Union of Agricultural Workers); Mr. R. V. Trumper (partner Messrs. Clutton, agents to the Ecclesiastical Commissioners); Mr. James Turner, B.Sc. (Nottinghamshire farmer; member of the Council of the National Farmers' Union).

Experimental Houses.

AT a recent meeting of the Association for Planning and Regional Reconstruction, Mr. Eric Neel, M.A., A.R.I.B.A., showed the plans for two of three or four experimental houses which, it is expected, will be erected during the Spring. It is intended that each should try out different materials and methods of construction, heating, cooking, etc., suitable for prefabricated precision built dwellings. The houses are being designed in close conjunction with the manufacturers of materials and equipment with a view to ultimate mass production. One of the two plans shown was for a two-storey terrace house (by Mr. D. E. L. Gibson); the other for a single-storey terrace house (by Mr. D. Clarke Hall). The talk and discussion centered on the hub of the house which, in both cases, was designed around the axle-shaft of a single duct that carried all the plumbing and wiring. The kitchen had been designed in detail for the two-storey house only, and it followed all the precepts laid down by the Association in their Report on the Town Kitchen. It was explained that it was still possible to modify the internal planning of these houses.

Professor R. M. Butler.

PROFESSOR RUDOLPH M. BUTLER, M.Arch., F.R.I.A.I., F.R.I.B.A., who has been for over 20 years Professor of Architecture at University College, Dublin, is to retire. Professor Butler's successor has not yet been appointed.

Art Workers' Guild Mastership.

PROFESSOR A. E. RICHARDSON, A.R.A., is Master-Elect of the Art Workers' Guild.

CORRESPONDENCE

[Whilst we are glad to publish letters on professional and other matters of interest to our readers, it must be understood that we do not necessarily endorse the remarks of correspondents, who will oblige us if they will express their views as briefly as possible.]

"Ye Olde" New World.

To the Editor of *The Builder*.

Sir,—Recently letters from members of the public have appeared in the daily Press advocating clothing our post-war city buildings in a Gothic cloak to obtain an "olde-worlde" atmosphere.

Shortage of metal unfortunately prevents the wearing of armour at the present time, but this atmosphere could even now be fostered by disguising the Sten gun as a cross-bow and the Spitfire as a pterodactyl!

What do the Forces think?

Charles Read.

The Mount,
Chorley Wood, Herts.

Cost-Plus and Other Forms of Contract.

To the Editor of *The Builder*.

Sir,—Mr. Tisdall suggests in your issue of October 30 that my remarks on other sections of the industry were wide of the mark, and perhaps he is right; but some further impressions should be considered. Manufacturers in the majority of cases are working on a mass-production basis, which helps them to arrive at their net cost fairly accurately, after which they are prepared to sell at that cost plus the necessary additions. They are not likely to deviate far from these figures, except in so far as transport distances may result in a variation of delivered prices. Monopolies, associations or combines exist to fix the prices of a great many commodities, and it is surprising how often exactly the same price will be quoted by a number of firms.

So far as the professional side of the industry is concerned, surely their fees bear a resemblance to cost-plus, for a contractor's commission would by no means be net profit. I believe that steps would soon be taken to raise their fees should occasion demand, and quite rightly so. The employee may have to cut his coat to suit the cloth, which incidentally applies to all sections of the industry, except that the contractor may have no cloth to cut. At the same time, his remuneration is the result of negotiation and is subject to adjustment for rises in the cost of living so far as the operative is concerned. My observations lead me to believe that the operative has a margin for luxuries, unless his family is large, while he is at least assured of the applicable wage rate or remuneration so long as he is employed.

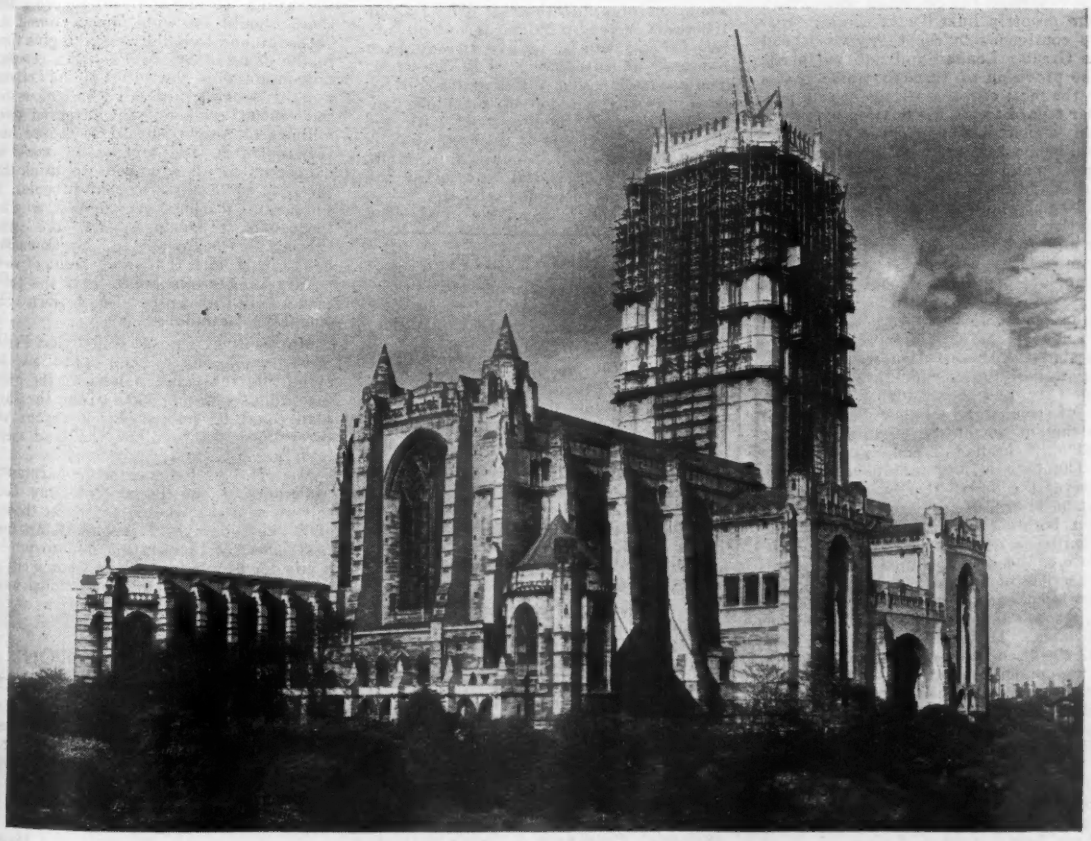
With regard to schedules, my previous remarks were perhaps too brief; what I should have conveyed was that a contractor would probably prefer to prepare his own schedule of prices as he has been in the habit of doing when pricing a bill of quantities. In the absence thereof, a standard type of bill could be used for comparison purposes, as several Ministries have been using them. For maintenance contracts it is perhaps difficult to find a better method than the use of the W.D. schedule, but this is very speculative for the contractor. It is realised that many eminent contractors have been associated with the preparation of the M.O.W.P. schedule, and while I have the highest opinion of their knowledge, I hold to the opinion I have expressed. One can hardly imagine Ford preparing a schedule of prices for Rolls-Royce or the motor industry generally.

It is interesting to recall the recent case of an armaments firm, where the original price agreed by the Ministry's advisers began to show a fabulous profit, and to wonder if anyone remote from the scene of action can reliably fix a price better than those who control the machinery and operatives and are familiar with their abilities under varying and local conditions. I do not believe the advisers of the Ministry in question were any less competent than those who prepared the M.O.W.P. schedule.

Stamford, Lincs. E. D. Ireson.

Problem of the Large Towns.

The University of Manchester (Extra-Mural) Department has arranged for November 14 and 15 a week-end course on Town Planning in the University. Lecturers include Mr. W. R. Davidge, F.R.I.B.A., Mr. R. H. Mattocks, Mr. C. G. Agate, F.R.I.B.A., Mr. Paul S. Cadbury, and Mr. D. W. Riley, A.M.T.P.I.



LIVERPOOL ANGLICAN CATHEDRAL. Above is the most recent view of Sir Giles Scott's Cathedral, showing the Vestey Tower in its final stages.

THE R.A. PLAN AND THE CITY CORPORATION

COURT OF COMMON COUNCIL CRITICISM.

THE Court of Common Council, presided over by SIR JOHN LAURIE, last week expressed disagreement with the plan of the Royal Academy Committee for the rebuilding of London, so far as the City is concerned, adopted a reasoned criticism prepared by the City Engineer; and decided to send it to the Minister of Works and Planning.

The Special Committee, in adopting the Engineer's report, drew attention to the position of the markets, stating emphatically that the Corporation could not accept the assertion of the Academy Committee that the markets as at present situated are a hindrance to traffic and the development of Central London, or the opinion that the markets should be relegated to a ring road.

The City Engineer, in his report, said :

" I feel that the Royal Academy Committee has approached the problem with different considerations in view from those which, I believe with your approval, I personally have had in the preparation of the preliminary draft reconstruction plans and reports which I have presented to your Worshipful Committee. I have considered the City of London primarily and foremost as a market and a place of commerce—the heart indeed of the commerce of the British Empire and the greatest market in the world, the needs of which must be properly met, but not extravagantly served. It is a place which, while retaining all of what is appropriate of the old, should be provided with a road system properly linked with those in districts contiguous to the City, which will serve Greater London and national needs in the provision of through traffic routes with the most effective siting (having particular regard to the devastation by enemy action which has taken place). There should be a subsidiary road layout to avoid congestion and interference with the City's business purposes. One cannot but be proud—and who would claim to be prouder than the Corporation—of the City's historic and architectural masterpieces whose future settings should be in every way worthy, but one must remember that this City cannot be regarded simply as a museum, as a gallery for æsthetic gratification, nor yet as a public park. I have suggested the conservation wherever possible of those things which are traditional in the City, and the avoidance of destruction of comparatively new buildings of construction amounting in value to hundreds of thousands of pounds.

" The City is not, and never can be, whatever the destruction by enemy action of its buildings, in any sense regarded as a virgin building estate. Your Worshipful Committee are well aware that below the surface of the streets of the City are countless services of water, electricity, gas, Post Office telephones, sewers, hydraulic mains, etc., whose value amounts to some millions of pounds. The cost of removing these from sterilised streets and providing new services under new streets will represent enormous capital expenditure. One must limit one's consideration to proposals which have some likelihood of practical realisation. The rebuilt City of London can by no flight of fancy be imagined as a ' City of gleaming spires,' but a practical plan can be prepared which will adequately display such architectural beauties as have been spared, and allow of appropriate reconstruction on existing sites. In the draft plan which I submitted to your Worshipful Committee the sites of all City churches are left intact.

" I think it desirable to stress this before commenting on the plan now under consideration, I know that in some quarters a ' practical ' outlook is held in positive disfavour, but it is, I feel, not unreasonable that the interests of those who will be called upon to provide the money in payment for whatever schemes are ultimately adopted shall be constantly held in mind. It is not difficult to think extravagantly and to plan expensively if cost is disregarded, though it is by no means necessarily desirable."

Referring to " the treatment of the surroundings of St. Paul's Cathedral to which all other matters are really subordinated, the remainder of the City being a background of various improvements and road widenings," the Engineer said " it consists first in the creation of an area approximately 330 yards long and 200 yards wide in the centre of which the Cathedral is planned to stand isolated. This would involve clearing everything from the Cathedral as far as the north side of Paternoster-row, the east side of Old Change, to beyond the south side of Carter-lane, involving the demolition of a considerable part of the most recently constructed section of the Faraday Building Post Office extension, and to the west side of Ludgate-square, and almost as far as Stationers' Hall. In this clearance, Ludgate Hill is completely obliterated, and thus is broken the association of this route for centuries with a place of worship on the site of St. Paul's. The approach to the Cathedral from the west is via Fleet-street, which would disgorge into the vast oblong about 160 yards across by 250 yards long already referred to, which, as has already been indicated, is to replace New Bridge-street. The precise function of this proposal is not clear. From the middle of the oblong concerned, however, and co-axial with the extension of the axis of the Cathedral, is shown a new road about 120 ft. wide, leading to the Cathedral. So far as the central area is concerned, the site is not a level one, and I am unable to say how these differences in level are to be treated. Nor is there any indication as to how traffic is to circulate. The desirability of opening up an area round the Cathedral to this considerable extent is, of course extremely debatable."

COLONEL C. W. WHITAKER (Chairman of the Special Committee) reminded the Court that the Corporation of London was a statutory town-planning authority, clothed with executive power, and therefore able to carry a plan into effect. The Royal Academy Committee was appointed by the President of the Council of the Academy. It had no statutory authority and no executive power. Nevertheless, the proposals had great value. They had been carefully considered. Where they were considered good they had been adopted, and where they were bad they had been criticised.

It was unfortunate that there was a distinct breach between the view of the Royal Academy Committee and the view of the Corporation. The reason was easy to see. The City of London was a city. It had a cathedral; but it was not a cathedral city in the accepted sense, like Salisbury, Exeter or Chichester, with their closes and cloistered atmosphere. Instead of having a cloistered atmosphere, the City of London was a hive of industry, and its work had to be carried on amid the traffic and tumult which surrounded trade and commerce. That was the weakness of the Royal Academy report.

It was the duty of the Corporation to restore the City of London to its position as the commercial and financial centre of the world. To lay it waste in order that there should be wide spaces round the Cathedral and to build streets to give views to the dome of St. Paul's was a complete misconception of the duties of the Corporation. It seemed to the City ridiculous that the central markets, which served several millions of people, should be moved from the centre to the fringe It would be dangerous to allow anyone to think that the City could agree to that proposal. If the central markets were moved, why not the Stock Exchange and the other markets? The Royal Academy Committee had started with the wrong point of view.

CAPTAIN INSTONE hoped that the publication of the Corporation's own plan would not be unduly delayed.

MR. STANLEY CROSS replied that Parliament could and should pass an Act stabilising the value of land at the prices prevailing in March, 1939. Then the City's plan could be published. Everyone was determined not to allow the land speculator to get in first.

MR. H. S. SYRETT, while expressing gratitude to the Royal Academy Committee, said that the citizens, like those of 1666, wished to get back and restart business, and the Corporation had to provide a city for people to work in—not a city of vistas and avenues and processional ways. Wren built his cathedral for a city of merchants and business men.

COMING EVENTS

Saturday, November 14.

" HOMES TO LIVE IN " EXHIBITION. At 44, High-street, Tunbridge Wells.

Tuesday, November 17.

ASSOCIATION FOR PLANNING AND REGIONAL RECONSTRUCTION. Mr. Max Lock on " Education for Technics and Planning." 32, Gordon-square, W.C. 5.30 p.m.

Wednesday, November 18.

INSTITUTE OF LANDSCAPE ARCHITECTS A Review of Policy. Royal Society's Rooms, Burlington House, W. 4 p.m.

ROYAL SOCIETY OF ARTS. Mr. P. S. Cane on " Post-War Gardens." Adelphi, W.C.2. 1.45 p.m.

Thursday, November 19.

LONDON MASTER BUILDERS' ASSOCIATION. Mr. A. C. Bossom. M.P., to address Council on " Regulating Building." At 47, Bedford-square, W.C.

TOWN AND COUNTRY PLANNING ASSOCIATION. Mr. W. H. Ansell, P.R.I.B.A., on " Beauty and Utility in Planning." At Y.W.C.A., Great Russell-street, W.C. 1.15 p.m.

Friday, November 20.

INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS. West Midland Meeting. At James Watt Institute, Birmingham. 4 p.m.

REPLANNING LONDON

SIR CHARLES BRESSEY'S REPLY TO CRITICS.

SIR CHARLES BRESSEY replied last week to some of the critics of the Replanning of Central London Exhibition at the Royal Academy.

Addressing visitors to the exhibition on " Chances and Changes," he gave an assurance that all criticisms and suggestions would be carefully studied. Some writers, however, were inclined to ma

A "R.A. Plan" Suggestion for Replanning the Western Approach to St Paul's.

construe the purpose and scope of the exhibition. It was concerned with the replanning of only a small portion of Central London and had nothing to do with residential and suburban areas. It was not an ideal homes exhibition. There was no intention to cut up the whole of London by fresh streets. Only a certain number of new roads were proposed, and it was hoped that they would be given a dignfied alignment and useful and satisfactory architectural treatment—upon which, in the past, too little attention had been bestowed.

There was plenty of room, when replanning London, for any number of small streets, housing estates, and thousands and thousands of ideal homes. But they should be constructed, not along the main thoroughfares, but in small squares, closes and precincts so designed as to discourage through traffic—oases where quietude and seclusion could be obtained.

There was always a tendency to look askance at any change in one's familiar surroundings, but many were apt to overlook the constant and drastic changes which were ceaselessly taking place in London entirely uncontrolled. Planned changes might be better than haphazard changes.

Canon Alexander's views on Replanning the St. Paul's area are given on page 423.

From the R.A. Exhibition of the "Plan for London."

Suggested treatment for opening up an approach to the South Front of St. Paul's.

ARCHITECTS' REGISTRATION

42nd QUARTERLY MEETING.

THE 42nd ordinary meeting of the Architects' Registration Council of the United Kingdom was held on October 23 with Mr. Sydney Tatchell, F.R.I.B.A., in the chair. It was reported that Mr. F. Podesta Harrison has resigned from the Council and that his place as representative of the A.A.S.T.A. had been taken by Mr. R. L. Townsend. Similarly, Mr. Verner O. Rees would replace Mr. E. B. O'Rorke (resigned) as representative of the Architectural Association.

The name of an architect convicted at Lewes Quarter Sessions for obtaining credit without disclosing that he was an undischarged bankrupt, and sentenced to six months' imprisonment, was removed from the Register for a period of ten years.

The names of a further 198 applicants were placed on the Register, a further 121 being rejected. New registrations include the name of C. D. St. Leger (Johannesburg). To date, of the 5,270 applications under the 1938 Act and under Regulation 26 (2) (5) (6) and (7), a total of 4,097 have been dealt with, 90 have been withdrawn, leaving a balance still to be dealt with of 1,083. At a later stage of the proceedings it was stated that the Admission Committee might reasonably be expected to complete their work by 1944.

Rejection of Structural Engineers.

Among the 121 applications for admission to the Register under Section 2 of the Architects' Registration Act, 1938, recommended for rejection by the Admission Committee were the names of Dr. Oscar Faber and Mr. H. J. Deane. This recommendation was confirmed by the Council.

The Admission Committee's recommendation in regard to Dr. Faber's application was the subject of discussion, MR. PIMM moving that the case be referred back to the Admission Committee for reconsideration. One of the reasons given for rejection (said Mr. Pimm) was that Dr. Faber was a structural engineer. He submitted that that was no reason for rejection. Secondly, it was stated that his practice as an architect was not proved. That he (the speaker) disputed. "Thirdly, the real reason for the recommendation was that one of Dr. Faber's referees had stated that Dr. Faber did not wish to call himself an architect, and the Committee said: 'In that case there is no need to register him.'" Actually (continued Mr. Pimm), Dr. Faber had never said he did not wish to call himself an architect, and the statement was made without his authority. He did, in fact, wish to call himself an architect. There was no question at the Admission Committee as to Dr. Faber being an architect and having practised at architecture. The recommendation had been carried by only one vote. On those very ample grounds he moved that the case be referred back to the Committee for reconsideration.

MR. BURR (Chairman, Admission Committee) said that it was not on the statement referred to that the Committee decided to recommend rejection, but on all the facts of the case, which were very carefully considered.

MR. PIMM said that Dr. Faber would, of course, appeal, and he would unquestionably win that appeal. It was unfortunate that such a case should be allowed to go with a foregone conclusion, because there was no question of the applicant having practised as an architect. He would put his suggestion for reconsideration as a motion.

MR. SCORGIE, in seconding, said that, having a knowledge of the work which Dr. Faber had done in the country, it would be a calamity if he were not registered as an architect.

In reply to MR. MOBERLY, who asked for the principles on which the Committee decided such cases, MR. BURR said that the basis generally was that if a person, such as in this case, was chiefly a structural engineer and only did a small amount of architectural work, it was all taken on a question of how much architectural work he in fact did. If any fresh evidence occurred in any case, the Admission Committee was bound to investigate that fresh evidence.

MR. MOBERLY: I am going to support this motion for reference back, not on what has been said by Mr. Pimm, but on what the Chairman of the Admission Committee has said, which really does frighten me—namely, that a decision in a case of this kind is considered partly on the proportion of engineering work to architectural work done. Supposing a man had done no engineering work at all, but a comparatively small amount of architectural work, then he could be admitted, if I understood Mr. Burr rightly; but if he has still done that small amount of architectural work and has done an immense amount of engineering work in addition, that would disqualify him. If that is so, I should like this referred back so that the Admission Committee may have time to think over the implications of that principle.

MR. W. O. HUDSON said that when someone was claiming admission to the Register on practice grounds, he had to satisfy the Admission Committee that he had been habitually practising as an architect. Merely to do so on occasions was not habitual. It was purely a matter as to whether a man was substantially an architect or whether he was one because he did a little architectural work in addition to other work.

MR. DARCY BRADDELL said that the Council might or might not be aware that for many years Dr. Faber had been an Hon. A.R.I.B.A., and when that honour was offered, it was laid down and clearly understood that he was not a practising architect. He believed it was a fact that Dr. Faber was no longer Hon. A.R.I.B.A., having resigned a relatively short time ago.

MR. ROBERTS remarked that the case that had been specially raised of Dr. Faber was not the only one that was going to be raised, because there were a number of engineers on the list. If the particular case of Dr. Faber was referred back, it would be doing an injustice to others whose names appeared on the list.

MR. BURR: May I, for the help of the Council, read what the Appeal Tribunal laid down as practising? "Holding out for reward to act in a professional capacity in activities which form at least a material part of his business. A man is not practising who operates incidentally, occasionally, in an administrative capacity only and in pursuit of a hobby."

The CHAIRMAN then put the motion for reference back to the vote, and on a show of hands declared the motion lost, 8 voting in favour, 23 against.

Assistants' Applications: Right to Appeal.

MAJOR ATHOE drew attention to the fact that architectural assistants applying for registration had no right of appeal against the verdict of rejection of the Admission Committee as confirmed by the Council. He suggested that some steps be taken to put that matter in order; he was certain that everyone would agree that every man who applied for registration should be given the right of appeal.

The REGISTRAR: The right of appeal is given by the Registration Act, 1938, and the only people affected by that are those who claim under Section 2 as having been in practice as architects. Architectural assistants apply for registration under an entirely different provision, namely, Sect. 6 (1) (d) of the original 1931 Act, and the appeal provisions of the 1938 Act have no relation whatever to them. So that this is a matter arising out of an Act of Parliament and not arising out of the Regulations. It is not possible to provide a legal right of appeal to architectural assistants without amendment of the Act. Whether anything can be done on a voluntary basis is a different matter.

In a reply to a question, the REGISTRAR said that the Admission Committee were ready at the proper time to consider a further application. The applicant had, of course, to indicate that there was need for review.

MR. NORMAN SCORGIE suggested that the Council should invite any rejected applicant to take a friendly action against the Council to attempt to establish that a man is practising as an architect if he is an assistant to an architect. The REGISTRAR said that he thought such procedure would not help, because counsel's opinion had been given, in 1932 and again in 1938, to the effect that an architectural assistant could not be said to be considered as practising as an architect.

The Professional Purposes Committee reported that they had considered a letter appearing in "The Architects' Journal" for October 8, 1942, in which Mr. Hugh E. Davies stated that "for the past three years I have styled myself 'architect,' although refused admission to the Register. I have repeatedly informed the Registrar of my waywardness, but maybe my case defies repression, for I was discharged from the last war as an architect. I have registered for this war as an architect, and now style myself 'Registered Architect.'" Identical letters were addressed to the President of the R.I.B.A. and other bodies. In view of the persistence of Mr. Davies and the publicity given to his letter, the committee now felt that they had no alternative but to prosecute him, if it could be established that he had actually been practising or carrying on business as an architect.

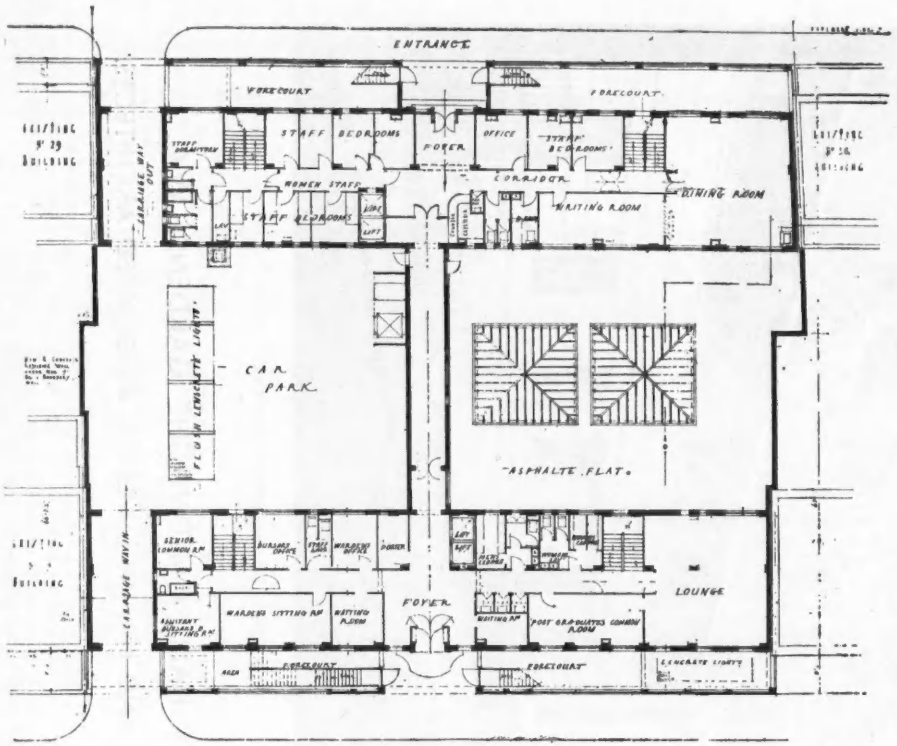
MR. A. H. MOBERLY proposed a motion, subsequently incorporating an amendment by Miss Jane Drew, "that this Council—noting the strong feeling that the benefits of its scholarships should not be denied to foreigners, many of whose nations are fighting side by side with our own men in the struggle against Nazi domination, and noting also the strong feeling that every effort must be made to increase the fund which is being built up to provide for the needs of ex-Service men on demobilisation—now determines that aliens shall not as such be debarred from scholarships, but that for the present the amount expended for aliens shall not in any year exceed £150, and that the amount expended on new scholarships for aliens shall not in any one year exceed £150, and that the amount expended on new scholarships for aliens in three successive years shall not in the aggregate exceed £250, provided that no alien shall be eligible for a scholarship if a corresponding British subject of the same age would have been ineligible owing to compulsory military service."

After lengthy discussion, the motion was put to the vote, and declared lost by 8 votes to 21.

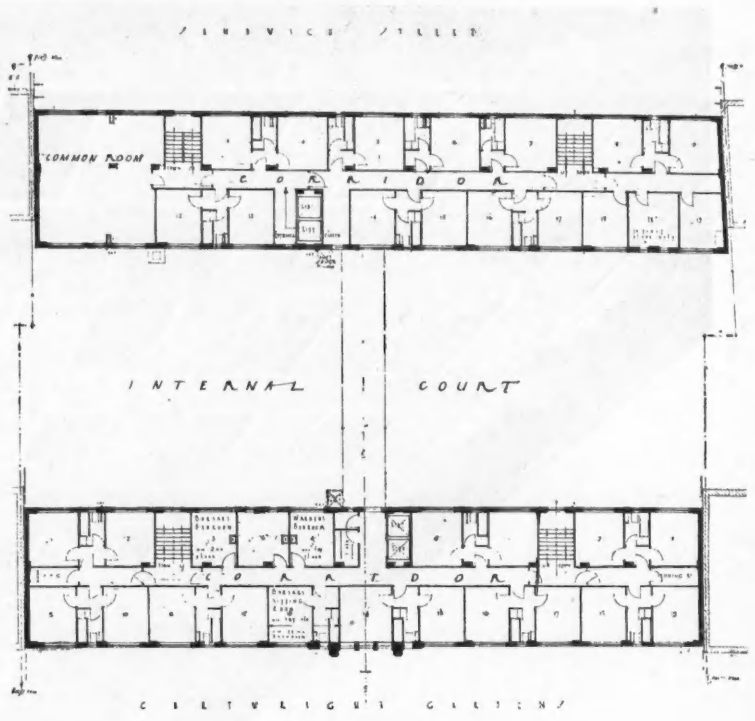
MAIN FRONT TO CARTWRIGHT GARDENS.

CANTERBURY HALL, CARTWRIGHT GARDENS, W.C.

MR. A. I. RICHARDS AND MR. W. J. KIEFFER, ASSOCIATED ARCHITECTS.



GROUND-FLOOR PLAN.



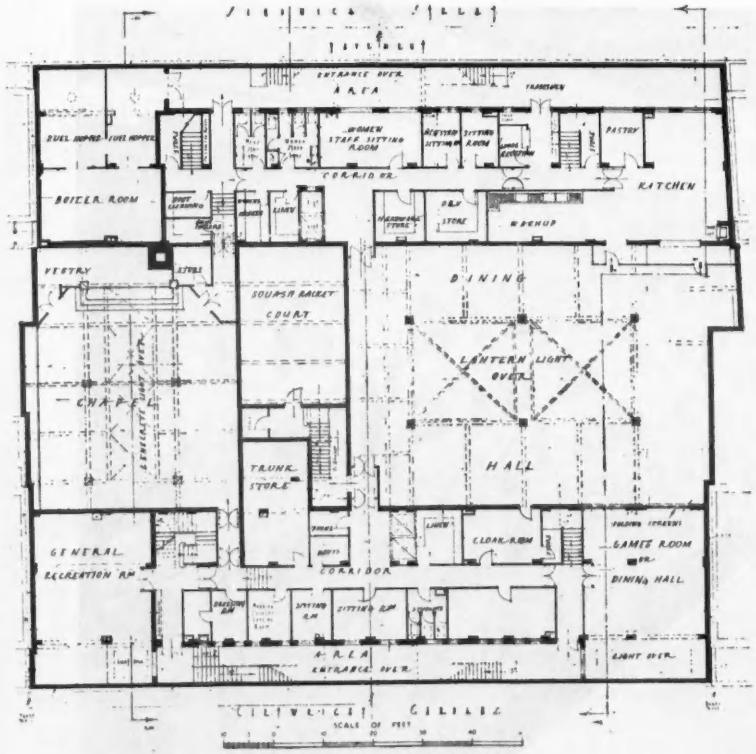
TYPICAL UPPER-FLOOR PLAN.

DESIGNED FOR THE CHURCH OF ENGLAND AUTHORITIES FOR USE AS A HOSTEL for students of the London Universities, this building has been constructed in reinforced concrete and is faced with brick, with the principal features in cast stone. One of the chief purposes of the design was to provide each student with a bed-sitting-room and, where possible, a separate bathroom attached or otherwise one bathroom to every two students.

Every thought has been given in the construction to provide ample space for recreation and catering. The dining-hall and kitchen quarters have been planned to make for easy management. These quarters are placed in the lower ground floor, as also are the recreation-rooms, squash courts and a private chapel. The entrance halls are spacious and panelled to give the appearance of old deal.

The ground floor has been set aside for reception rooms, reading-rooms, administrative offices and further common rooms. Forethought has been given in allowing for space and light in all these rooms. The remaining floors are taken up by the students' private quarters. The decorations throughout

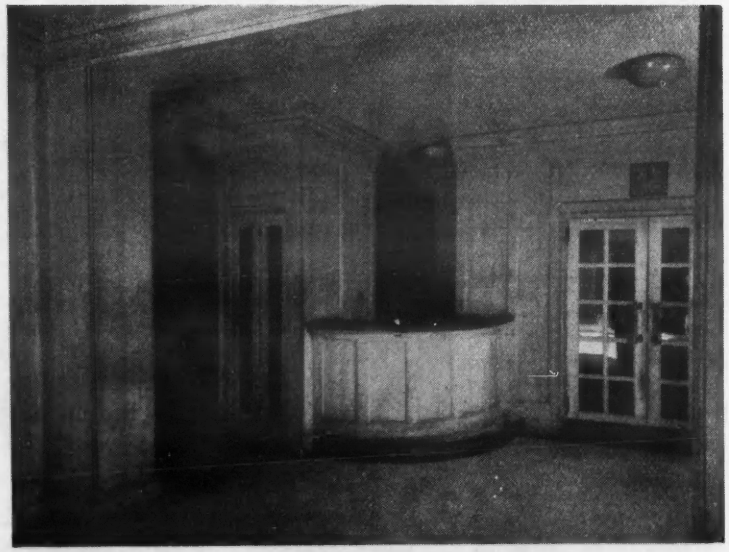
CANTERBURY HALL, CARTWRIGHT GARDENS, W.C. MR. A. I. RICHARDS AND MR. W. J. KIEFFER, ASSOCIATED ARCHITECTS.



LOWER GROUND-FLOOR PLAN.

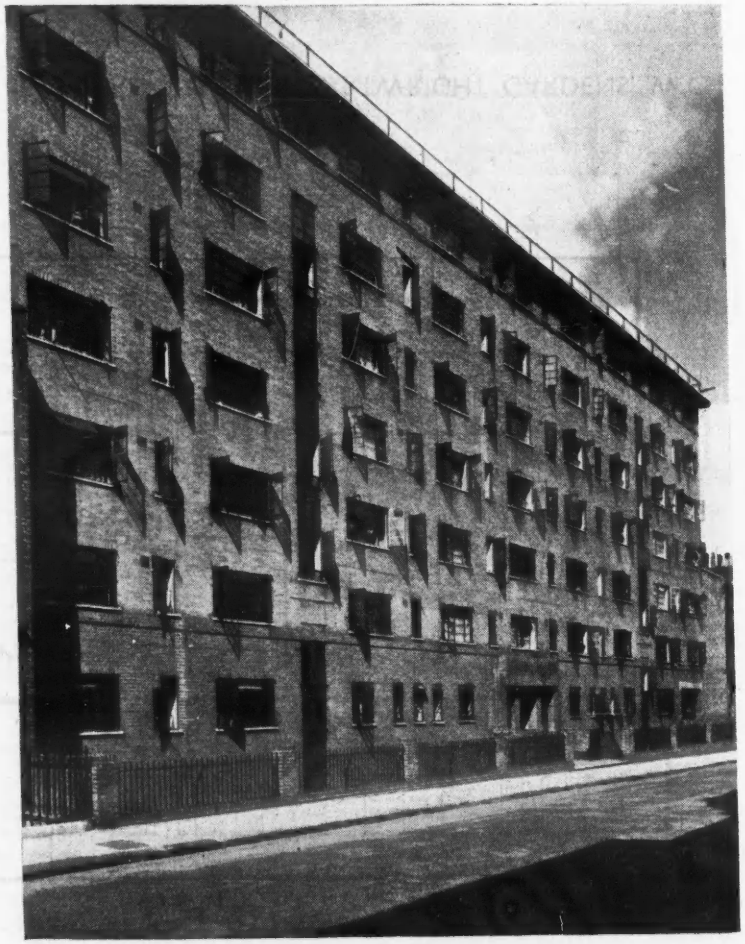
are treated in various colour schemes in distemper. The whole building is centrally heated and the basement rooms are all especially ventilated.

The architects for the building were Mr. A. I. Richards in conjunction with Mr. W. J. Kieffer. The contractors were Messrs. A. Roberts & Co., Ltd., of Earl's Court-road, Kensington, W.8. Heating was by Gascoigne's, Ltd.; cast stone by Allied Guilds, Ltd.; while carving was by James Walker (Architectural Decorations), Ltd.

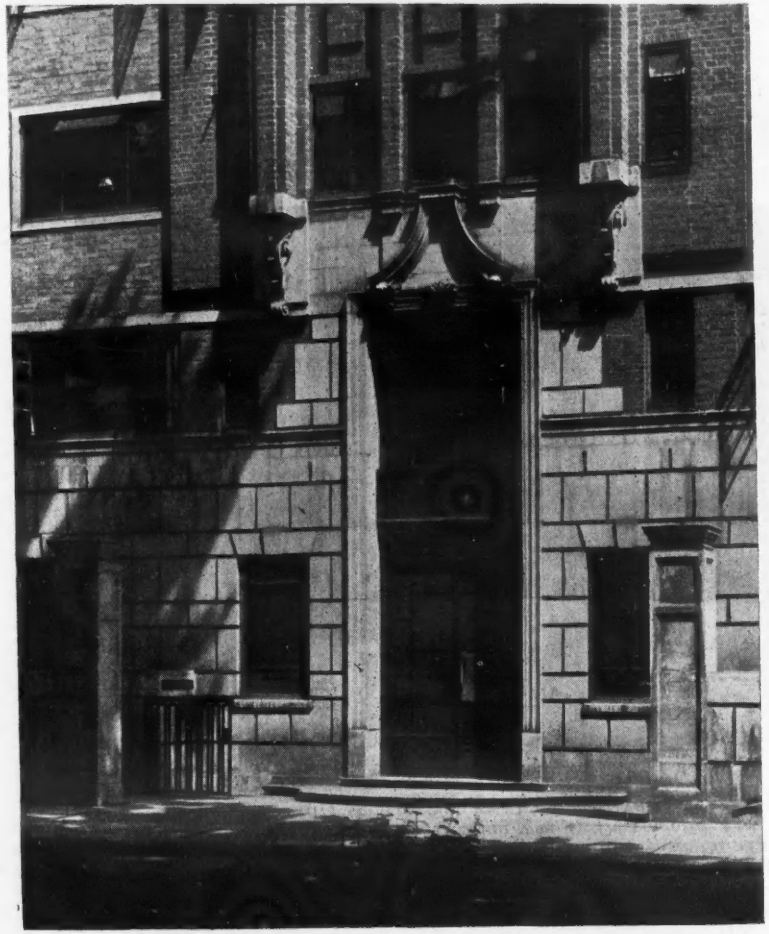


THE FOYER.

CANTERBURY HALL, CARTWRIGHT GARDENS, W.C. MR. A. I. RICHARDS AND MR. W. J. KIEFFER, ASSOCIATED ARCHITECTS.



THE REAR ELEVATION TO SANDWICH STREET.



DETAIL OF MAIN ENTRANCE, FROM CARTWRIGHT GARDENS.

CANTERBURY HALL, CARTWRIGHT GARDENS, W.C. MR. A. I. RICHARDS AND MR. W. J. KIEFFER, ASSOCIATED ARCHITECTS.

THE INSULATION OF STEAM PIPES

AND SOME METHODS OF SURFACE TEMPERATURE MEASUREMENT

By ERNEST ATKINSON, M.Inst.Fuel.

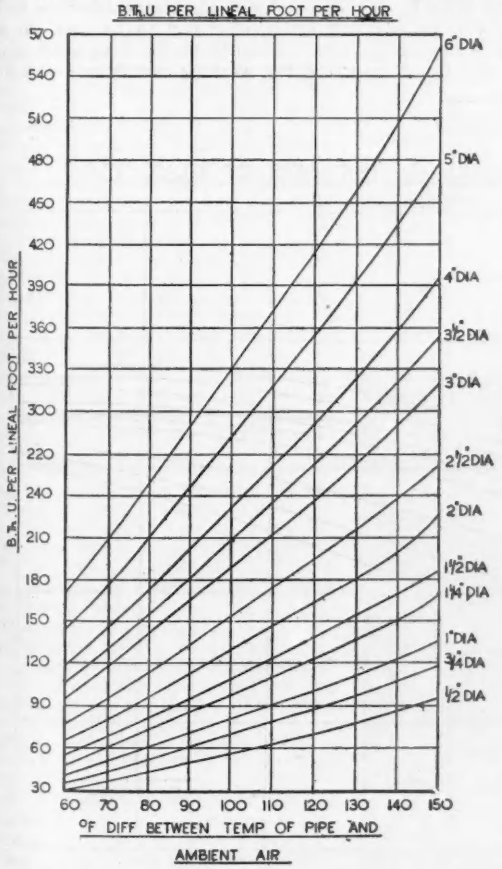
It is my endeavour in this article to bring to notice once again the ever-important subject of heat transmission through unlagged steam pipes. Every engineer will be conversant with the main underlying points, but directors and works managers of undertakings do not always realise the fundamental importance of directing their attention to this source of fuel-wastage.

In view of the Government's appeal to all consumers of fuel (especially in industry), the problem of correctly applied lagging and insulating of steam pipes is one of urgency and calls for immediate action. Some idea of the supreme importance of correct insulation can be obtained from the fact that the heat available from the millions of tons of coal used every year in industry it is estimated that over 65 per cent. is wasted, the biggest loss being in heat transmission through steam pipes. The heat transmission from exposed pipes can clearly be determined from Table No. 1.

The retention of heat in any sphere of industry has, of course, been a problem for the engineer from the commencement of the industrial era, and various means of eliminating heat losses have been devised. As far back as 1769, James Watt, the pioneer of steam power, took out a patent for lagging the cylinders of steam engines with wood, and even to-day this form of insulation is still applied to some low-pressure cylinders. The insulation of boiler settings and furnaces by erecting abnormally thick walls is another early and expensive method which still persists.

TABLE No.I.

GRAPH OF HEAT TRANSMISSION FROM EXPOSED PIPES



Plotted from Table by S. Greenland in the "Heating and Ventilating Engineer," November 1938.

With the rapid advancement of combustion and steam temperature of the past decades, a more effective means of heat insulation has had to be employed. If pipes are unduly cooled, a portion of the steam condenses (provided that the original steam is saturated and not superheated), and this condensed steam never reaches the engines for the duties for which it was intended. The loss is a serious one, and involves extra duties for personnel, on the boilers, feed-pumps and steam traps. In large plants the loss may assume very serious proportions unless the greatest care is applied in the selection and application of insulation. Condensed water in the steam mains is liable to set up "water-hammer" along with its attendant dangers, and will produce undue wear on the valve-seats and through the steam ports of the engine.

SELECTION OF MATERIAL.

The ideal insulating medium should have a low specific gravity, low thermal conductivity, and have sufficient mechanical strength to withstand accidental knocks, etc. It should be able to oppose the effect of water and condensed steam, and be resistant to the effect of combustion and temperature changes, and it should not have any chemical action on the parts to be covered.

Let us now examine a few of the well-known insulators, their properties and abilities.

Organic Bodies.—These are mainly made from such material as horsehair, cow-dung, wool, waste feathers, etc.; being porous, they carry a considerable quantity of air in their fibres and cells, and it is actually the air in these cells which acts as the insulating medium. This air must be maintained in a stationary cycle; if it is allowed to circulate over the heated surface it may actually carry away heat.

If these bodies are subject to too high temperatures they are apt to crack and ignite. They have to be moulded to the shape of the pipe or piece of fitting to be covered and bound. This binder is generally a material of a clayish nature. Such bodies are not mechanically strong, and are liable to be easily damaged by a blow. In many of the organic laggings the cellular structure is not uniform; consequently the air in these cells allows internal circulation, with the consequent loss of heat. The air should be in minute pockets, and one indication of the porous nature of any material is its power of absorption. Another disadvantage which is frequently overlooked is that they are liable to harbour vermin, which may breed and become a danger to plant operatives.

Inorganic Bodies.—These are much more efficient from the point of view of fire-risks, and, having regard to disintegration, they are denser in structure than organic bodies. The composition of these bodies is generally asbestos or magnesia, or a mixture of both. This latter lagging is composed of 85 per cent. magnesia and 15 per cent. asbestos, and is prepared by calcining dolomite rock (a mixture of calcium and magnesium-carbonates). The burnt rock is slaked with water, and by saturating the resulting mixture with carbon-dioxide the calcium-carbonates separate out, the magnesium-bicarbonates remaining in solution. This is then boiled with the subsequent formation of basic hydrated carbonate of magnesium. This solution is then mixed with the best asbestos fibre, the addition of which acts as a binder for the magnesia. The mixture lends itself to be freely moulded into requisite shapes, and can also be powdered up for use as a cement. The thermal-conductivity of this material is .03 B.Th.U./sq./ft./hr./deg.F./ft. thickness.

Whilst this mixture has a fairly low coefficient of conductivity, it has too many defects to be regarded as an all-round plastic.

Glass Silk.—One of the most interesting of modern industries from the thermal insulation engineer's point of view, is

the manufacture of glass silk for the conservation of heat.

As its name implies, it consists of long, thin, flexible fibres of glass of predetermined diameter which are continually drawn from the furnace whilst the glass is still in a plastic condition.

The diameter of these fibres, together with their brilliant surface, has a direct bearing on the thermal properties of the finished material. It has been said that an insulating material depends for its efficiency on the number and uniform size of air cells which can be enveloped in a given space, and these in turn determine the amount of heat dissipated by conduction, convection and radiation. The first of these, conduction, plays little part in the theory of thermal insulation, since glass itself is a relatively good conductor of heat. Glass does, however, withstand temperatures such as are met with in steam pipes, is relatively unaffected by acids, with the exception of hydrofluoric, and is therefore considered a most suitable medium for forming air cells. If the air cells are large, air will circulate freely, and in doing so will carry heat from the hotter to the cooler side. This applies to the rule of convection.

The rate of radiation depends upon the nature of the radiation surface and the distance through which the heat must be transferred, which is catered for by the density of glass silk being in the neighbourhood of 9 lb./cu. ft. It is well known that a highly polished light surface radiates less heat than a matt surface. Therefore the inherent polished surface of glass fibres minimises heat losses from this source.

Glass silk is incombustible, has no action on the materials, is odourless and hygienic, and will not rot or putrefy. The efficiency and required thickness of glass silk can be obtained from Table No. 2. Furthermore, and this is of importance, glass silk can be applied to cold pipes and other surfaces. It obviates the necessity for heating the whole system, as is necessary in the application of all plastic materials, and results in a saving in time and money.

A Composition of Diatomaceous Earth.—The above in its plastic form is claimed to withstand temperatures up to 800 deg. C. and maintain a saving over bare pipe loss of no less than 91 per cent. It has a natural hard-set finish which will take directly a coating of waterproofing material and withstands vibration. A test carried out to show the efficiency in this direction was made on a 1-in. diameter steam-pipe, covered with a coat of this plastic 1½ in. thick. This pipe was adjacent to a pump, and was continuously subject to horizontal vibratory movement of ¾ in. at a cycle of 40 impulses per minute. The tests revealed that over a period of five years the composition had only cracked slightly and was still adhering to the pipe. When conditions such as these are to be met with, it is advisable to apply the composition keyed into a layer of fine meshed wire-netting for bending purposes. Its advantages can be summarised as follows: its direct adhesion to hot-plate surfaces; stability at elevated temperatures; and a covering capacity of 660 sq ft. per hour.

Having made ourselves familiar with the main forms of insulation, let us now look a little more deeply into the question of why correct insulation is so important.

Radiation losses can assume very serious proportions in the case of unlagged steam-conveying pipes.

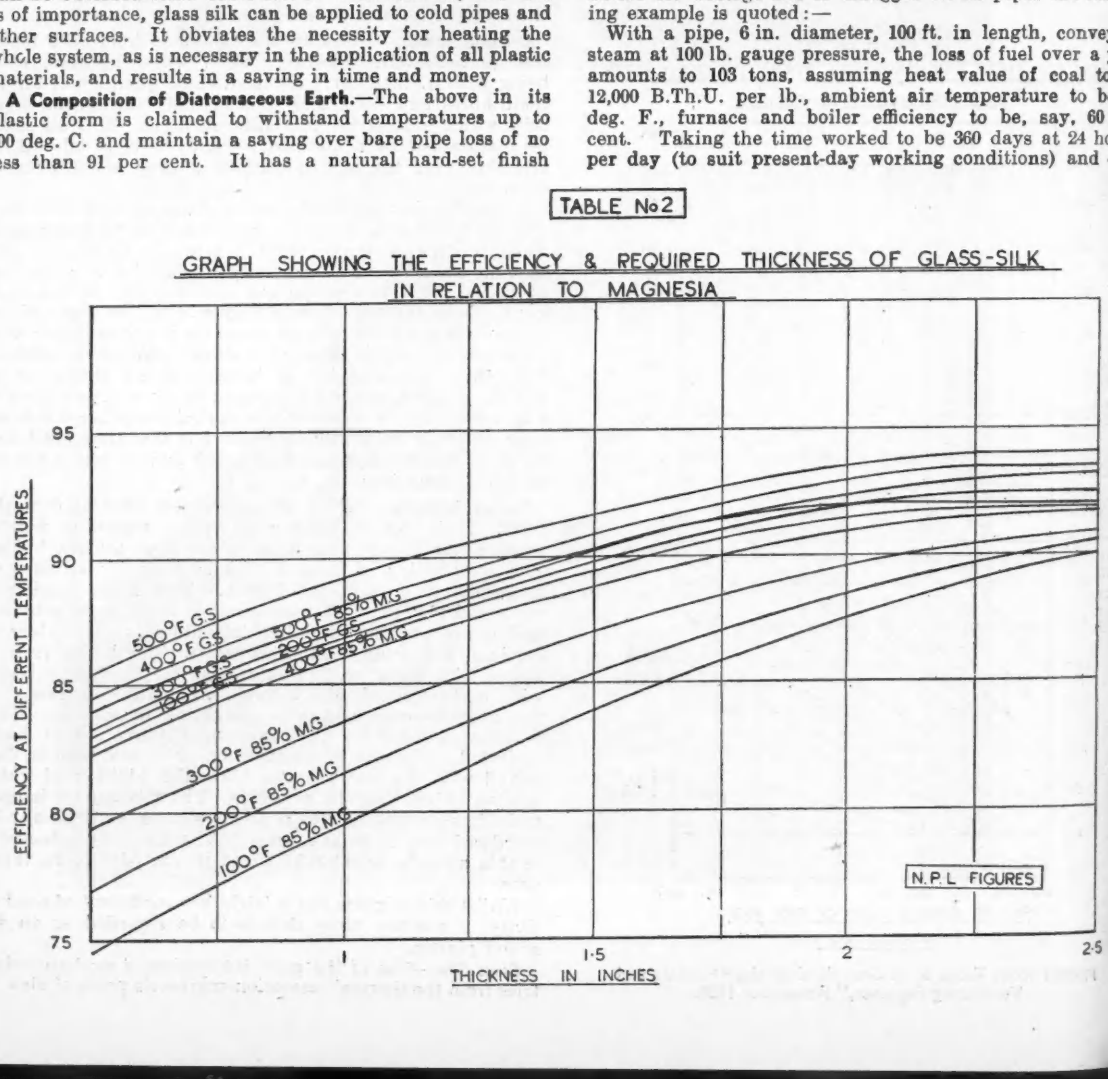
UNCOVERED PIPES.

As previously mentioned, the reader can obtain from Table No. 1 the figures for heat lost through this source 3 B.Th.U.s per sq. ft. of the surface exposed per hour/deg. F. difference in temperature between pipe surface and ambient air is a fair estimate. The area of the pipe and ambient air temperature both exert influence in the value of heat lost. The greater the temperature difference between the pipes and the surrounding air, the greater is the heat loss per unit of area per hour, per degree difference in temperature. By way of bringing to notice the wastage due to unlagged steam pipes the following example is quoted:—

With a pipe, 6 in. diameter, 100 ft. in length, conveying steam at 100 lb. gauge pressure, the loss of fuel over a year amounts to 103 tons, assuming heat value of coal to be 12,000 B.Th.U. per lb., ambient air temperature to be 70 deg. F., furnace and boiler efficiency to be, say, 60 per cent. Taking the time worked to be 360 days at 24 hours per day (to suit present-day working conditions) and coal

TABLE No 2

GRAPH SHOWING THE EFFICIENCY & REQUIRED THICKNESS OF GLASS-SILK IN RELATION TO MAGNESIA



at £2 per ton, the equivalent sum of £196 per annum is arrived at This total is sheer waste, as heat is radiated to the atmosphere.

COVERED PIPE LOSS.

The rule-of-thumb method of testing the efficiency of any lagging medium, by the placing of the hand on the surface and assuming that one form of lagging is more efficient than another merely because it feels cooler to the hand, is apt to create a false feeling of security.

The nature of the surface of the lagging must be carefully noted, as the lagging with a rough surface may actually radiate more heat than the one with a smooth surface and yet the latter may feel hotter to the hand. The methods of determining the efficiency of a lagging are given below, and should take the form of a small recess or hollow made in the lagging which should on no account penetrate through to the surface of the pipe or else a false reading will be obtained. The recess is filled with mercury and a thermometer inserted to record the temperature. The temperature given by the thermometer would be the mean of those temperatures on the inner and outer surfaces of the lagging.

The measurement of surface temperature presents several difficulties; first, the measuring device must be thermally a part of the surface, the temperature of which is required, and hence a metal-to-metal contact must be used. To obtain the temperature of a bare pipe surface, it is clearly wrong to hold the bulb of a mercury thermometer against the surface of a steam pipe, since the ratio area of contact to exposed area of bulb is very unfavourable. The nearest method one can adopt to obtain a correct reading with a thermometer takes the form of a hole drilled in the pipe surface and tapped to receive, say, a ¼-in. hexagon bolt. The bolt is then drilled with a suitable hole to receive the bulb of the thermometer. The bolt is then screwed into the pipe and the hole filled with sufficient mercury to submerge the bulb of the thermometer; the thermometer is then inserted and the temperature recorded when steady conditions have been attained.

An efficient and more reliable method of determining bare pipe temperatures is to use a thermocouple peened into the surface of the pipe itself. Chromel alumel or copper constantan couples can be used, the junction, instead of being welded, being comprised of two wires entering the pipe surface at different points. The junctions with an iron pipe are thus copper-iron-iron-constantan, the E.M.F.'s of copper iron and iron constantan being opposite, leaving a nett copper constantan E.M.F. The E.M.F. is obtained in millivolts from a millivolt meter and converted to degrees Fahrenheit by calibration chart. The above method can be applied to obtain the temperature of any lagging material with slight variation of application. The junction is inserted into a shallow surface groove cut in the material and is secured in position by binding with adhesive tape. In order to correct for difference in emissivity, the binding tape is afterwards washed over with the lagging material.

In conclusion, it must be borne in mind that a number of small items of waste, whilst not assuming serious proportions alone, collectively mean a considerable loss of money, labour and fuel.

PRECAUTIONS TO PREVENT FROZEN AND BURST PIPES

The Metropolitan Water Board has issued a leaflet on this subject, which is as follows :—

During periods of severe frost the water supply from the main should be shut off at night by closing the stopvalve on the supply pipe inside the premises. This should be done regularly during severe weather and the stopvalve opened during the day time only. If the stopvalve is closed it will prevent water from entering the pipes and cisterns in the house.

Some water fittings are supplied direct from the water main and some are supplied from cisterns.

The stopvalve being closed, the following directions should be observed :—

In the cases of supplies direct from the main, open the cold-water tap on the lowest floor, run the water out of the pipes and close the tap.

If the supply is from a cistern the main cistern must not be emptied, but if there is a stopvalve controlling the supply from the cistern to the distributing pipes, close this stopvalve (as well as the supply pipe valve). The cold-water distributing pipes should then be emptied by opening a tap on the lowest floor, to empty the pipe, and a tap on the highest floor to admit air. These taps should afterwards be closed.

The w.c. cisterns should also be flushed after the branch pipes supplying them have been emptied.

Where there is a hot-water system, care must be taken not to use the hot water for baths and household purposes beyond the limit of the cold-water supply cistern, nor, of course, must the hot-water pipes be emptied. The supply from the main cistern to the hot-water chest or cylinder must not be shut off while hot water is being drawn.

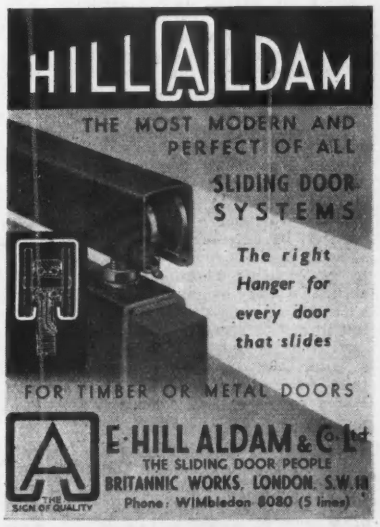
In the foregoing it is assumed that the pipes and cisterns are properly covered in. The pipes and cisterns, when situated in the roof, often freeze by reason of the cold air blowing under the slates, etc.

It will be found that the greatest amount of inconvenience generally arises by the freezing of the ball-tap at the inlet to the storage cistern and to the w.c. flushing cisterns or the overflow warning pipes from these cisterns. Freezing at these points will not, generally speaking, take place if the water supply is cut off by closing the stopvalves and emptying the pipes as described above.

If a pipe or tap becomes frozen it should be thawed at the earliest possible moment, which may be done by the application of hot water. Dribbling ball-valves are generally the first to be frozen up.

If the cistern space can be heated it is often possible to avoid freezing of the pipes and cistern.

Special attention is called to the practice of allowing taps to run to waste. This is a statutory offence and the Board will take proceedings against offenders.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BUILDING TRADE LABOUR

PROTEST BY F.G.L.M.B. AGAINST MISUSE.

Protests against the transfer by national service officers of skilled tradesmen from their employment with the medium-sized and smaller building firms to do labouring work for large contractors in other parts of the country were made at a meeting of the Federation of Greater London Master Builders at the Connaught Rooms on Monday. The following resolution was passed unanimously :—

That this meeting, representing 1,700 members, confirms its determination to assist H.M. Government to bring the war to a successful conclusion, but views with alarm the lack of method shown by the Ministry of Labour and National Service in regard to the transfer of building operatives. It strongly deprecates the lack of courtesy shown to the federation's request to the Ministry of Labour for a deputation to be received in this connection. It urgently claims that this federation should be consulted as to the method of selection and transfer, and that local panels should be set up to advise the national service officers so that equitable distribution of the burden might be secured; and further, that suitable guarantees should be given as to the return of the labour transferred.

Delegates spoke of skilled men arriving on large contract sites and being told that they were not wanted but would be "fitted in," and being employed on digging trenches; of carpenters acting as labourers to bricklayers and bricklayers acting as labourers to carpenters; and of men being engaged on digging holes and filling them up again. It was alleged that the smaller builders were being exploited at the expense of one section of the industry, and one of the delegates declared that he had a great objection to his men being transferred to his larger competitors. Another said there were thousands of labourers in London to-day drawing unemployment pay while the Government were taking skilled operatives to do labourers' work.

TRAINING AND STATUS OF THE PLANNER

In view of the great amount of attention which is being given to post-war planning, the practical steps which are being taken to ensure that an adequate number of qualified planners are available to cope with the work when the time comes are of particular moment. The following article, which appears in the September-October issue of the Journal of the Town Planning Institute, will be studied with special interest.

As the Year Book reminds us each year, the first three of the objects for which the Institute was established, as set out in the Memorandum of Association dated September 4, 1941, were :—

To advance the study of town-planning, civic design and kindred subjects, and of the arts and sciences as applied to those subjects;

To promote the artistic and scientific development of towns and cities.

To secure the association, and to promote the general interests of those engaged or interested in the practice of town planning.

The development of the art takes precedence but is coupled with the promotion of the interests of those engaged in practising it. Because the art is one of such absorbing interest, it is probable that the Institute has devoted an undue proportion of its attention to the first two objects, forgetting that if the art is to flourish and its value to the community is to be recognised, its practitioners must be given adequate status and remuneration.

The Institute was reminded of the oneness of these objects by Lord Reith, when, in the course of his address to the members after the Annual General Meeting in June, 1941, he spoke the following words : " Professional planners are a craft guild. But there are not nearly enough of them in the country. The Ministry will be looking to the Institute to solve that problem, that there shall be a sufficient number of expert and reliable town planners in the country." This was followed up by Lord Balfour of Burleigh, who, in the following month, wrote to the President on behalf of a Group of Lord Reith's Consultative Panel. His lordship indicated that it would be helpful if the Institute would consider what steps could be taken to meet the prospective shortage of planners needed during the war to prepare the way for post-war planning and reconstruction. He indicated that two questions were clearly involved. " first, how far it is possible to get back into planning work such qualified planners as are now otherwise engaged; and second, how far additional planners, not now specifically qualified as such, can be recruited and trained."

These two questions required consideration from several points of view. The first had arisen partly as a consequence of the war and suggested that the Institute, while fully recognising the part that its members were called upon to play in post-war planning and reconstruction, had allowed its keen desire to further the war effort to obscure recognition of the fact that the playing of this part could not be postponed until after the war had been won. It had not given sufficient prominence to the point made by Lord Reith that " so far from these matters being in any way a diminution of the war effort, they would add to the inspiration which we needed in our task of winning the war."

The questions were immediately referred to the following Committees : Education, Recognised Schools, Status of Planning Officers, and to the Town Planning Joint Examination Board which comprises representatives of the Institute, the Royal Institute of British Architects, the Chartered Surveyors' Institution and the Institution of Municipal and County Engineers. Also on August 6, 1941, a confidential questionnaire was circulated to all members with a view to discovering what they were doing, whether if in H.M. Forces or engaged on war work, they would be willing to resume planning if released for the purpose, and whether they would wish to participate in a refresher course if one could be arranged.

The results of the questionnaire and of the careful deliberations of the committees concerned were forwarded by the Council to Lord Balfour of Burleigh and the Ministry in two reports, the first of which was an interim report.

Training.

It is worth noting that the first School of Civic Design was founded at Liverpool University in 1909, and that eight such schools are now recognised by the Institute on the recommendation of the Town Planning Joint Examination Board. The Institute published its first examination syllabus in 1916, and since 1932 the Final Examination has been conducted by the Joint Board.

This indicates both the care taken by the Institute, in collaboration with the sister Institutes and the Schools, to secure a high qualification for those entitled to practise the profession of planning, and the wide opportunities already available for training.

The Institute advocated national survey and planning in the report it published in May, 1938, and fully recognises that now that the Government has accepted this point of view the field of the planner has been greatly widened. It also recognises that enemy bombing has increased the opportunities for replanning on a large scale. Therefore, in the reports referred to above, the Institute put forward proposals and expressed its willingness to provide for a major refresher course for qualified planners after the war. It also indicated that many of its members were anxious to have the opportunity to take such a course.

While emphasising that any lowering of standards of qualification would be against the interests both of the nation and the profession, the Institute indicated its willingness to arrange for completion courses for partly trained planners, and indicated the steps that the schools (several of which are providing refresher courses during the war) were prepared to take to provide courses for professional men interested in planning but not qualified as planners.

The second report made clear that in order to make these courses possible it would be necessary for the Service Departments and local authorities to co-operate : the former by circulating papers during the war and enabling candidates to register, by agreeing to release candidates as soon as the Armistice takes effect, and by contributing towards fees and subsistence, the latter by giving leave of absence with pay to members of their staffs wishing to attend a course. Any abuse of the system to be safeguarded against by restricting the courses to candidates carefully selected by the Joint Examination Board or recognised schools.

Status.

The investigations made by the Institute indicated that apart from the temporary absorption of so many planners in war service it was not so much a question of a present shortage of qualified planners as of giving those qualified opportunity to practise. It was found that a considerable number of members who had other qualifications had found their practice confined to their other profession because there had not been adequate openings for them to practise as planners. It was also noted that in view of the large amount of information requiring tabulation and mapping not only qualified planners but also assistants should be made available.

This emphasises the importance of giving adequate status to the qualified planner. On the other hand, it was pointed out in the report that he did not profess to be omniscient. On the contrary, one of his functions is to prepare the groundwork for the operations of specialists in architecture, engineering and surveying and to seek the co-operation of the members of those important professions in their respective spheres. In this connection it should be said that special recognition is due to the sphere of municipal or county engineer, whose normal duties embrace important branches of planning.

In his address after the Annual Meeting of the Institute in June last Mr. Henry Strauss, Parliamentary Secretary to the Ministry of Works and Planning, spoke these words : " I plead, of course, for a higher status for the town and country planner in the hierarchy of local government. On him more than on anyone else our environment will depend. He must make full use of the specialised knowledge of architect, engineer and surveyor, and since town planning is an affair of three dimensions and will fail unless good architecture is achieved, he must, if he is not an architect himself, enjoy architectural advice from the outset."

Two essentials are that town and country planning should be recognised as one of the most important services in national and local government, and that on the technical side it should only be entrusted to qualified planners. On this side there is scope for both consultant and planning officer, but it is clear that the latter should be a chief officer of a local authority. While this involves an additional chief officer it does not necessarily involve an additional officer as the Institute is fortunate in including amongst its members a number of municipal and county engineers.

In planning there is always more to learn. The Town Planning Officers' Section, of which our present President was once the Chairman, have shown themselves fully alive to this. Through their meetings and journal they exchange experience and bring their knowledge up to date and fit themselves for the responsible work they have to do and for the high office they should be entitled to hold.

To return to the reports, it may be mentioned that they also dealt with such matters as approval of appointments by the Central Planning Authority, remuneration and contributions to salaries from central funds. Such matters naturally arise now that the principle of national survey and planning has been accepted by the Government. The point of this note, however, is twofold : First, to serve as a reminder of the objects for which the Institute was founded nearly thirty years ago, of the work that it has done to raise the standard of the profession, of the admirable schools available for training and examination under its ægis; and to note the fact that it is prepared to provide for special courses of study to meet the pressing needs of the future. Second, to inform the members, now so widely scattered owing to the war, that the Council and Committees are not unmindful either of their interests or of the great planning issues which must be faced if this country is to enjoy the future it deserves.

FUTURE OF ST. PAUL'S

CANON ALEXANDER ON THE R.A. PLAN.

DISCUSSING the future of St. Paul's in a lecture which he gave at the Cathedral recently, CANON ALEXANDER referred to the suggestions for the replanning and architectural redevelopment of London put forward by the Royal Academy Planning Committee, particularly as related to the Cathedral.

"We hope," he said, "that nothing will be done to place St. Paul's in a splendid isolation, rather remote from the daily life and business of the ordinary citizen. I do not want it to look so dignified and majestic that dirty little children will no longer come to play on its west steps."

What the influence of this war might prove to be on the structure and on the life and soul of St. Paul's it was impossible yet to judge, but we might be sure that it would be deep and far-reaching. Wren had a definite plan for the reconstruction of the City. Some such plan, for the whole central area of London, had just been put out by a committee of the Royal Academy. Their proposals covered so vast a field; they were rich in suggestions sometimes so admirable and sometimes so prolific of doubt and hesitation; they raised in some cases so bewildering a fog of divergent tastes and interests, and betrayed in others so curious a disregard of cathedral history, constitution, and requirements; they moved in such far-off worlds of ideal speculation; they saw the end so much more clearly than the means—that any opinion about them which was not based on prolonged and respectful study would be impertinent.

Possibly Wren would remind us that cathedrals and cathedral closes must differ greatly in their surroundings and appeal, and that you could not treat St. Paul's and Canterbury in the same way. Certainly he would say that his cathedral was primarily a place of worship and that to regard it with admiration and curiosity as a museum-piece or a monument of architectural skill was to lose sight of the whole purpose of his design and the whole source of his inspiration.

Perhaps Wren would tell us that the height of the buildings adjacent to the cathedral was more important than their proximity. He had his standard for those things, and you could see it still in his Chapter House as the fire had left it—realising that the upper storey had been unfortunately added by a later hand and would, the lecturer hoped, be removed before long. He did not think Wren would like the vast warehouses to the south of the cathedral, still less the immense bulk of Faraday Building.

Finally, Wren might even bid us remember that a city grew and was not made. It was fatally easy to over-mechanise, to have too many plans, to lose in well meaning officialism the London dear to us all—the city of mystery, of charm, of unexpected vistas, of surprise.

OBITUARY

John F. Greenwood.

We regret to announce the death, on October 20, of Mr. John F. Greenwood, chairman of Messrs. John Greenwood, Ltd., who had held that position in succession to his father for nearly 40 years. He had also for some years past served on the Common Council of the Corporation of the City of London, representing the ward of Candlewick. A memorial service to him was held at St. Clement's Church, Clement's-lane, E.C.4, on November 4.

LANDSCAPE ARCHITECTURE AND PLANNING

LECTURE BY MR. JELLICOE.

AT a lunch-time meeting of the Town and Country Planning Association, held at 16, Great Russell-street, W.C.1 on November 5, MR. G. A. JELLICOE, F.R.I.B.A., President of the Institute of Landscape Architects, gave a lecture on "Landscape Architecture and Planning." MISS JUDITH LEDEBOER, A.R.I.B.A., occupied the chair.

"Physical building in all its manifestations," said Mr. Jellicoe, "is becoming so involved that more and more it is realised that it is beyond the capacity of one individual to master it completely, as in the past. The growth of science has meant that the architect, for instance, must contend with a knowledge of technology undreamt of until recently. With the growth of science also has been growth of the study of sociology. It seems, therefore, that we are slipping from an age of individual knowledge into one of group knowledge. Within this group each member is a specialist within his profession; but his appreciation of his allied professions is also part of his education and subsequent work.

"If we adopt this attitude, therefore, we find that the landscape architect is complementary to the architect and civil engineer and town planner. The sphere of each is defined, and therefore each is enabled to perfect himself the more readily within his limitations.

"In planning, the landscape architect should fill the gap between the town planner and the architect. He should, for instance, lay out a housing estate, and have sufficient knowledge to do the civil engineering of the estate roads, and the preparation of complete planting plans. He should have knowledge of afforestation, agriculture, and the significance of buildings in landscape. Above all, he should give positive rather than negative thought towards landscape planning, and should see in the commercial development of the countryside an opportunity also for creating new scenery. Nowhere can this vision of landscape be better exemplified than in the new scenery of the Tennessee Valley Authority, where the great dams have created lakes and changed the landscape. Here can be seen the ultimate co-operation of architect, engineer, landscape architect and city planner. If in England the town planner could include in his studies a wider understanding of sociology, this would make the functions of the landscape architect and town planner still more clear."

EDUCATION FOR TECHNICS & PLANNING

DISCUSSION AT HOUSING CENTRE.

AT a meeting of the Housing Centre, held at 13, Suffolk Street, S.W.1, on Tuesday, October 20, MR. MAX LOCK, A.R.I.B.A., gave an address on Education for Technics and Planning.

MR. G. L. PEPLER (Ministry of Works and Planning) presided, and in opening the proceedings said that Mr. Max Lock had been a teacher at the Architectural Association for some time and afterwards head of a school of architecture at Hull. He was now Director of the Regional Survey being carried on in that city.

MR. MAX LOCK said that the Barlow, Scott and Uthwatt reports might be to this century what the work of Chadwick, Southwood Smith and Ashley Cooper had been to the last. Then attention had been drawn to sanitation; now the emphasis was on environment—i.e., planning and the location of people. We had the architect feeling that he was the rightful rebuilder of Britain, the engineer making the same claim and the town planner feeling superior to both; but we could not face the demands of the future unless there was a synthesis of all the various technical, sociological and æsthetic aspects of those professions. In Russia it had been found necessary to make specialist professions, such as architect-engineer, architect-designer, engineer-planner, and so on in order to carry out their enormous building programme. We wanted synthesis on the one hand and diversity on the other.

At the present time there was an artificial barrier between cultural, technical and manual education. We failed to cultivate the young mind that could not only think through the brain but thought also through the hand, and as a result we were poverty-stricken in our æsthetic expression of the age, and borrowed styles from past ages instead of developing one of our own. For a remedy we must begin in early schooldays. Boys at thirteen now were divided into those who were to take science, modern subjects or classics, but there should be a fourth division, the technical; and all likely to be architects, surveyors, engineers, land agents, planners, etc., should go into this field. Because medical schools had had to face problems of public health they had been forced to organise on a practical basis, and the medical student had some experience in a hospital before being trained as a surgeon. In like manner the intending architect should have a job under a clerk of works before going into an architect's office, and while in the architect's office he should learn, among other things, to keep accounts. Architectural students needed to have a greater understanding of building materials and building methods. There was a necessity for the right professional relationships between training, research and practice. The student should go out through research, and practising architects should come back to it for further training and experiment.

The CHAIRMAN said there were a number a schools of civic design, the first having been founded in Liverpool in 1909; but the position had changed since those schools were founded. The scope of planning had been enlarged and the enemy had presented planners with a wonderful opportunity. The young men now fighting must have their part in reconstruction.

Other speakers followed.

Cambridge Preservation Society.

The annual report of the Cambridge Preservation Society for the year ending June 30 last is now issued from 8, Howes-place, Cambridge (Mr. H. I. Fyjis-Walker, Secretary).

THE ECCLESIOLOGICAL SOCIETY

A LECTURE ON WREN.

An exceptionally well-attended meeting at 6, Queen-sq., Bloomsbury, on Saturday, October 10, heard Mr. W. A. Forsyth, F.R.I.B.A., lecture on "Sir Christopher Wren and His Work." The speaker dealt with the subject in some detail and a particularly interesting point was developed with regard to the carrying out of his designs. Mr. Forsyth said "Little is known of Wren's methods in instructing his workmen, but he advocated drawing as of great advantage to artists and artificers. Few working drawings remain, if any. Parts of plans and elevations only are existing and appear more to be intended to indicate the design to his employers rather than as working instructions to masons and others; yet it is quite clear that the scientific construction underlying the great works is mainly Wren's own."

That Wren was not without some appreciation of Gothic work was shown by his report on Salisbury Cathedral—"The whole Pile is large and magnificent and may be justly accounted one of the best patternes of Architecture in ye age wherein it was built. The Pillars and ye Spaces between them are well suited to ye highth of the Arches, the Mouldings are decently mixed with large planes without an affectation of filling every corner with ornaments, which (unless they are admirably good) glut ye eye as much as in Musick too much division Cloyes ye eares, the Windows are not made too great, nor yet ye light obstructed with many mullions and transomes of Tracery-worke which was ye ill fashion of ye next (following) age: Our Artist knew better that nothing could adde beauty to light, he trusted in a stately and rich Plainesse." Although this was followed by sharp criticism—"Almost all ye Cathedrals of ye Gothick forme are weak and defective in ye poyse of ye Vault or ye Iles; for as ye Vaults of ye Navis, they are on both sides equally supported and propped up from spreading by ye bowes or flying buttresses, which rise from ye outward Walls of the Ile; for the Vaults of ye Iles; they are indeed supported on ye outside by the Buttresses, but inwardly they have no other stay but the Pillars themselves . . . for this reason this forme for Churches hath been rejected by moderne Architects abroad, who use the better and Roman forme of Architecture."

The lecturer gave a detailed description of St. Paul's Cathedral and other of Wren's works, both ecclesiastical and secular, with numerous striking illustrations, and referred at some length to Bow Church, Cheapside, saying "The tower of Bow Church is justly claimed to be the most beautiful of Wren's towers. The development of the ascending architectural values is masterly in the graduated order from strength to refinement. It is achieved by some adroit masonry construction wherein, as in the case of St. Bride's, the ornate parts of the spire rise off an internal dome springing from the main walls of the belfry. In this instance, also, the gathering loads of the spire are collected and distributed over the supports, but the upper structure is stiffened by a stone cylinder rising from the dome to the spirelet. This is indeed a brilliant solution of a delicate structural problem. The tower and spire stood well until a structural risk was taken in cutting away angle masonry at the belfry level in order to add additional and larger bells. The delicate condition of the superstructure was then much weakened by the increased swing of the heavier peal. The injured condition was extended by the recent fire which consumed the church and rose to the full internal height of the spire, destroying all woodwork, especially a remarkable newel staircase, and damaging the already weakened stone cylinder in its course."

At the conclusion of the lecture a number of members and visitors expressed their appreciation, and it was announced that arrangements were in hand for a public exhibition to be held at Eastertide, 1943, in conjunction with a number of other cultural societies, on the theme of "The Continuity of the English Town."

F. R. B.

REGISTRATION CERTIFICATES

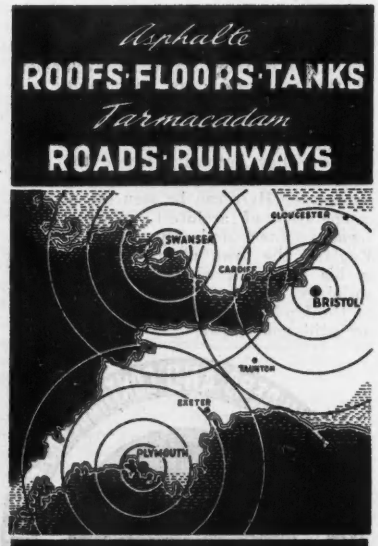
AMENDMENTS PROCEDURE.

The Ministry of Works desires to draw attention to the fact that when any change occurs in the particulars of a registered firm, notification should be given to the Department at the address set out below. The Certificate of Registration should be returned at the same time for amendment. Circumstances in which such notification is necessary include:—

(*a*) Change of name(s) of owner(s), trading name, or address; (*b*) change in constitution of business; (*c*) permanent or temporary closing down of business; (*d*) resumption of business; and (*e*) formation of a group of builders or other such amalgamation.

Certificates of Registration are the property of H.M. Government, and must be returned to the Ministry of Works on demand. Care should be taken to safeguard them against loss; the Chief Registrar should be notified immediately if a Certificate is lost. Certificates must not be defaced or amended in any way, but must be returned to the Ministry of Works for any addition or amendment. They cannot be transferred to other persons.

All inquiries concerning registration should be addressed to: The Chief Registrar (B. and C.E.), Ministry of Works and Planning, Sanctuary Buildings, 18, Great Smith-street, S.W.1.



UNIVERSAL DECIMAL CLASSIFICATION

The attention of those concerned with the abstracting of scientific and technical literature, the compilation of bibliographies or the classification of scientific documents of all kinds is directed to the fact that the following parts of the English edition of the Universal Decimal Classification, all stocks of which were destroyed by enemy action, are being reprinted by the British Standards Institution. The opportunity has also been taken to make several minor amendments.

Vol. 1, Part 1, General Introduction, Auxiliary Tables and Class 0, Generalities. Vol. 2, Part 1, Classes 51, Mathematics; 52, Astronomy; 53, Physics. Vol. 2, Part 2, Class 54, Chemistry. Vol. 2, Part 3, Classes 55, Geology and Geophysics; 56, Palæontology; 57, Biology; 58, Botany; 59, Zoology. Vol. 1, Part 1, will be published at 7s. 6d. net, and Vol. 2, Parts 1, 2 and 3, at 10s. net per part. Class 621.3, Electrical Engineering, is in preparation and will be available early in the New Year.

Owing to the restrictions imposed by the Paper Controller, the edition will be strictly limited, and the B.S.I. is desirous of ascertaining the probable extent of the demand for the various parts. It would, therefore, assist the Institution if prospective purchasers would make their requirements known as soon as possible. All orders should be addressed to the Publications Department, British Standards Institution, 28, Victoria-street, S.W.1.

PAYMENT BY RESULTS

TARMACADAM.

The Ministry of Works and Planning issue an addendum under the Essential Work (Building and Civil Engineering) Order, 1941, relative to payment by results for Tarmacadam work. It constitutes an addendum (No. 14) to Payment by Results Memorandum issued by H.M. Stationery Office, March 31, 1942, and First Supplement issued July 31, 1942.

Tarmacadam.

Schedule No. 10 (revised). (This Schedule cancels Schedule No. 10 on page 12 of the Memorandum.) *Note.*—Where the Tarmacadam is in more than one layer, each operation to be bonused separately under the appropriate item.

	Basic output per man per hour.	Bonus per 10 yd. sup. over Basic.
Spreading and levelling tarmacadam in preparation for rolling to a consolidated thickness up to ¾ in. thick	20 yd. sup.	6½d.
Ditto. exceeding ¾ in. but not exceeding 1¼ in.	17 ,, ,,	8d.
Ditto. exceeding 1¼ in. but not exceeding 2 in. ..	15 ,, ,,	9d.
Ditto. exceeding 2 in. but not exceeding 2½ in.	14 ,, ,,	9½d.

Ganger to receive 1¼ share. Remainder of gang to receive one share each. Roller drivers not to be included in gang when calculating bonus, but to receive same bonus as members of gang.

CONTRACTS OPEN

For some contracts still open, but not included in this list, see previous issues. Those with an asterisk are advertised in this number. The dates at the head of paragraphs are those for the submission of tenders; a dagger (†) denotes closing date for applications; the name and address at the end refer to the person from whom particulars may be obtained.

BUILDING.

NOVEMBER 16.

Carrickfergus U.D.C.—(a) Strengthening of nine public shelters; (b) demolition and replacement of shelters. T. McVea, T. C.

Twickenham T.C.—Erection of day nursery. B. E. Dep. £1 1s.

NOVEMBER 20.

Armagh U.D.C.—Erection of six shelters. V. M. Conran, T. C., City Hall.

Barrow-in-Furness T.C. — Sub-station. F. L. Wooldridge, B. E.

Cheshire C.C.—Additions and alterations at Capenhurst Grange remand home, Great Sutton. E. M. Parkes, County Architect, The Castle, Chester. Dep. £2 2s.

NOVEMBER 21.

Castleford U.D.C. — Adaptation of Church-st. school into whole-time nursery. (Separate or all trades). E. and S. Dep. 10s. 6d. per trade or £2 2s. all trades.

Newhaven U.D.C.—Construction of rescue and first-aid depot. S.

NOVEMBER 23.

Manchester P.H.C.—War-time day nursery at Miles Platting. City Architect. Dep. £1 1s.

Manchester T.C. — Construction of local control station, unit garages and petrol store and erection of prefabricated hut for N.F.S. City Architect. Dep. £1 1s.

NOVEMBER 25.

Dunstable T.C.—Extensions to premises for N.F.S. B. E. Dep. £1 1s.

NOVEMBER 27.

Dromore U.D.C.—Strengthening three shelters. A. Cairns, T. C.

NOVEMBER 28.

Larne T.C.—Shelter and garage. T. S. Office, Victoria-rd.

PAINTING, ELECTRIC LIGHTING, HEATING, &c.

NOVEMBER 16.

Holywood, Belfast. — (1) Heating plumbing and electrical installations at combined gas cleansing station and first-aid post; (2) strengthening or, alternatively demolition and replacement of five public shelters. J. S. Munce, B. E., 24, Arthur-st., Belfast.

NOVEMBER 17.

Hull T.C.—For maintenance painting. Gen. Manager, Electricity Dept., Frensway, Hull. Dep. £1 (copies 10s. each).

†Hitchin R.D.C. — Construction of water main of 4 in. dia. together with valves, hydrants, etc. B. S. Ewing, A.M.I.C.E., M.A.S.I., 21, Bancroft, Hitchin. Dep. £2 2s.

PUBLIC APPOINTMENTS.

NOVEMBER 16.

Bootle C.B.—Staff Officer to rescue and decontamination services. B. E. and S.

NOVEMBER 19.

Bognor Regis U.D.C.—Works Superintendent. H. H. Evans, A.M.Inst.C.E., E. and S.

British Standard Specifications.

The following B.S. Specifications are issued from 28, Victoria-street, S.W.1 :—Wrought Steels (Revision) (B.S. 970/42) (1s. 5d. post free).

War Emergency Coal-tar Damp-proof Courses (B.S. No. 1067/42) (1s. 3d. post free).

CURRENT AND PROPOSED NEW BUILDINGS

Anglesey.—P.A.C. propose conversion of Bryngwyn Hall, Brynsiencyn, into children's home.

Bangor, Caernarvonshire.—T.C. propose adaptation of old Destructor buildings.

Barrow-in-Furness. — T.C. approved plans for premises in Hindpool-rd., for J. Coutts & Co., Ltd.

Blaby.—Village Hall Committee propose village hall.

Chesterfield. — T.C. acquired Holly House, Church-st., Old Whittington, for conversion into children's hostel.

Corby.—U.D.C. received permission of M.H. for completion of Oakley-rd. housing scheme.

Coventry.—Committee of War Workers' Club propose adaptation of St. John's Hall, Holyhead-rd., for headquarters.

Dagenham.—B.S. to prepare plans for nursery near Leys swimming-pool.

Gloucester.—T.C. passed plans for extensions.

Halifax.—West Riding E.C. propose improvements to West Vale school.

Hendon.—B.C. to submit revised plan to M.H. for additions to Addington House day nursery, at £1,260.—B.C. to erect prefabricated hut on Dollis school site for war-time nursery.

Hinckley.—U.D.C. propose passenger 'bus shelters.

Keighley.—T.C. propose covered 'bus shelter.

Kenilworth.—Committee of A.T.C. propose new headquarters, at £3,000.

Kidderminster.—T.C. propose adapting Pike Mills for garage accommodation.

Leicester.—E.C. propose nursery school of four classes, at £1,185, and one of three class-rooms, at £1,214.

Manchester.—T.C. to establish day nurseries at Sale-rd., Wythenshawe (huts, £2,300); Crossacres-rd., Wythenshawe (huts, £2,300); Heaton-rd., Withington (adaptation, £975); and James-st., Miles Platting (huts, £2,800).

Manchester.—T.C. approved conversion of portion of premises into day nursery, Red Bank & Cliff-st., W. E. Cary, Ltd., 37, Adeline-st.; conversion of shop and house into branch library and flat, Northenden, Libraries Committee, G. N. Hill, City Architect; additions to service station, H. S. Fairhurst & Son (FF.), Chancery-chbrs., 55, Brown-st., architects; workshop, district 20, McCutcheon & Walsingham (L.), architects, 1180a, Chester-rd., Stretford; works, extensions, district 15, A. McDonald, architect, 637, Mauldeth-rd. West, Chorlton-on-Medlock; rebuilding portion of "Church" Hotel, Russell-st., and Palmerston-st., Ancoats, F. Riley (L.), (Brameld & Smith), architect, 84, Upper Brook-st., Chorlton-on-Medlock.

Nuneaton.—T.C. propose passenger 'bus shelters.

Rochester.—T.C. approved plans for rebuilding lavatories, Stadium, City-way, for Greater London Stadium, Ltd.; works canteen and lavatories, New-rd.

Rotherham.—T.C. propose garage and store.

Rothwell, Yorks.—U.D.C. propose erection of aged men's shelters.

Salford.—T.C. approved: Additions to bakehouse, 115, Eccles New-rd., Weaste, for A. J. Slant, Ltd.; sub-station; additions to premises for W. Spencer.

Sheffield.—T.C. received sanction for reconditioning of farm house and buildings at Jordanthorpe Farm, at £350, and at Greenhouse Farm, at £500-£550.

South Shields.—T.C. passed plans by F. J. Hepple, for Home & Colonial Stores, Ltd., for rebuilding of lavatories and w.c.s, at 16-18, King-st.; T. A. Page, Son & Bradbury, for Mr. P. Johnson, temporary buildings in Hill-st.

Stockport.—T.C. approved: Structural alterations to "Stanley Arms" Hotel, Newbridge-la., Millgate, for Walker & Homfray, Ltd., Woodside Brewery, Eccles New-rd., East Salford 5; two flats, Tatton-rd. South, for Walter Hopwood, Fernlea, Heaton Moor.

Stone.—U.D.C. propose passenger 'bus shelters.

Stretford.—T.C. approved conversion of premises at Chester-rd., Old Trafford, into flats, for Housing Committee.

Sunderland.—Plans approved for garage at junction of Durham-rd. and Queen Alexandra-rd., for A. H. Grabham. G. T. Brown & Son, 51, Fawcett-st., Sunderland, architects; female sanitary accommodation; James A. Jobling & Co., Ltd., to build conveniences.

Swinton and Pendlebury. — T.C. approved conversion of premises at Bolton-rd., Pendlebury, into flats, for Furness, Son & Aldhouse, 97, Bridge-st., Deansgate, Manchester 3.

Thrapston. — Northamptonshire E.C. propose alterations to Market-rd. school.

Walsingham. — R.D.C. to erect fire station for N.F.S.

Wembley.—Plans being prepared for additions to nurseries at Princes-av. and Carlyon-rd., Alperton.—B.C. seeking sanction of M.H. for nurseries at Kingsbury, Sudbury and Alperton.

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London Office:

23, Lawrence Lane, Cheapside, London, E.C.2

BRITISH RESTAURANTS AND CANTEENS

Croydon.—Community Feeding Committee appointed by T.C. to establish B.R.s.

Kidderminster.—E.C. propose canteen at Harry Cheshire schools.

Lancaster.—T.C. propose central cooking depot.

Oldham.—T.C. received approval of M.F., for alterations to Liberal club premises at Eden-st., for B.R.

Preston.—T.C. approved extensions to canteen and rest room for Goss Printing Press Co., Ltd.

Rotherham.—T.C. approved: Kitchen to Sunday-schools, Fitzwilliam-rd., for Trustees of Eastwood Methodist Chapel; mess room to brewery, for Mappins Masbro' Old Brewery, Ltd.

Stockport.—T.C. propose adaptation of portion of Bethesda school, for B.R.

Stone.—U.D.C. propose provision of B.R.

Stourbridge.—Staffs E.C. propose alterations and equipment for school meals at Enville Parochial schools and at Amblecote Church schools.

West Hartlepool.—Plans to be prepared for adapting Brougham practical rooms as central kitchen for schools.

Winsford.—U.D.C. propose communal feeding centres at Weaver-st.

RATES OF WAGES IN THE BUILDING TRADE

AS AND FROM 1st FEBRUARY, 1942

[Every endeavour is made to ensure accuracy, but we cannot be responsible for errors]

	Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.		Crafts-men.	Lab-ourers.
Aberavon	1/11	1/6½	Clitheroe	1/11	1/6½	Isle of Thanet	1/9	1 4½	Saxmundham	1/7½	1/3½
Aberdare	1/11	1/6½	Cobham (Surrey)	1/10	1/5½	Isle of Wight	1/8½	1/4½	Scarborough	1/10½	1/5½
Abergavenny	1/11	1/6½	Colchester	1/10½	1/5½	Keighley	1/11	1/6½	Scunthorpe	1/11	1/6½
Abingdon	1/9½	1/5	Colwyn Bay	1/10	1/5½	Kenilworth	1/11	1/6½	Selby	1/11	1/6½
Accrington	1/11	1/6½	Congleton	1/10½	1/5½	Kettering	1/11	1/6½	Sevenoaks	1/9½	1/5
Aldeburgh	1/7½	1/3½	Coventry	1/11	1/6½	Kidderminster	1/10½	1/5½	Sheerness	1/9	1/4½
Aldershot	1/9½	1/5	Cranbrook	1/9	1/4½	King's Lynn	1/9	1/4½	Sheffield	1/11	1/6½
Alfreton	1/11	1/6½	Cranleigh	1/9	1/4½	Kirkham	1/11	1/6½	Shipley	1/11	1/6½
Alnwick	1/10½	1/5½	Crawley	1/9	1/4½	Knowle	1/10½	1/5½	Shoeburyness	1/10½	1/5½
Altrincham	1/11	1/6½	Crewe	1/10½	1/5½	Lancaster	1/11	1/6½	Shoreham	1/10	1/5½
Amble	1/10½	1/5½	Cromer	1/8	1/4	Leamington	1/11	1/6½	Shrewsbury	1/10½	1/5½
Amersham	1/9½	1/5	Crowborough	1/9	1/4½	Leatherhead	1/10	1/5½	Sittingbourne	1/9	1/4½
Ammanford	1/11	1/6½	Cuckfield	1/9	1/4½	Leeds	1/11	1/6½	Skegness	1/10	1/5½
Andover	1/9	1/4½	Darlington	1/11	1/6½	Leicester	1/11	1/6½	Sleaford	1/9½	1/5
Ardingly	1/9	1/4½	Darwen	1/11	1/6½	Leighton Buzzard	1/8	1/4	Slough	1/10	1/5½
Arundel	1/9	1/4½	Daventry	1/9½	1/5	Letchworth	1/10	1/5½	Southampton	1/10½	1/5½
Ascot	1/9	1/4½	Deal	1/9	1/4½	Lewes	1/9	1/4½	Southend-on-Sea	1/10½	1/5½
Ashby-de-la-Zouch	1/11	1/6½	Denbigh	1/10	1/5½	Lichfield	1/10	1/5½	Southport	1/11	1/6½
Ashford (Kent)	1/9	1/4½	Derby	1/11	1/6½	Lincoln	1/11	1/6½	South Shields	1/11	1/6½
Ashford (Middlesex)	1/11	1/6½	Devizes	1/8	1/4	Littlehampton	1/9	1/4½	Spalding	1/9	1/4½
Ashington	1/10½	1/5½	Dewsbury	1/11	1/6½	Liverpool	‡§2/1	¶	Stafford	1/10½	1/5½
Ashtead	1/11	1/6½	Didcot	1/9	1/4½	Llandudno	1/10	1/5½	Staines	1/10	1/5½
Ashton-under-Lyne	1/11	1/6½	Diss	1/7½	1/3½	Llanelly	1/11	1/6½	Stamford	1/10	1/5½
Aylesbury	1/9	1/4½	Doncaster	1/11	1/6½	London—			Stevenage	1/10	1/5½
Aylsham	1/8	1/4	Dorchester	1/8½	1/4½	12m. radius	*2/0½	1/7¼	Stockport	1/11	1/6½
Bagshot	1/9	1/4½	Dorking	1/9½	1/5	12-15m. radius	*2/0	1/7	Stockton-on-Tees	1/11	1/6½
Banbury	1/9	1/4½	Dover	1/9	1/4½	Long Eaton	1/11	1/6½	Stoke-on-Trent	1/11	1/6½
Barnsley	1/11	1/6½	Dovercourt	1/9	1/4½	Longton	1/11	1/6½	Stourbridge	1/11	1/6½
Barnstaple	1/9	1/4½	Driffield	1/9½	1/5	Loughborough	1/11	1/6½	Stourport	1/10½	1/5½
Barrow-in-Furness	1/11	1/6½	Droitwich	1/10½	1/5½	Louth	1/9½	1/5	Stowmarket	1/8	1/4
Barry	1/11	1/6½	Dudley	1/11	1/6½	Lowestoft	1/9	1/4½	Stratford-on-Avon	1/10	1/5½
Basingstoke	1/9	1/4½	Dunstable	1/9½	1/5	Luton	1/10½	1/5½	Stroud	1/10	1/5½
Bath	1/10½	1/5½	Durham City	1/11	1/6½	Macclesfield	1/10½	1/5½	Sunderland	1/11	1/6½
Batley	1/11	1/6½	Eastbourne	1/10	1/5½	Maidenhead	1/10	1/5½	Sutton Coldfield	1/11	1/6½
Beaconsfield	1/9½	1/5	E. Glam. (Mon. Val.)	1/11	1/6½	Maidstone	1/9½	1/5	Swaffham	1/7½	1/3½
Beccles	1/7½	1/3½	East Grinstead	1/9	1/4½	Malvern	1/9½	1/5	Swanage	1/9	1/4½
Bedford	1/10½	1/5½	Edenbridge	1/9	1/4½	Manchester	1/11	1/6½	Swansea	1/11	1/6½
Berkhamsted	1/9	1/4½	Ely	1/8	1/4	Manningtree	1/8	1/4	Swindon	1/9½	1/5
Berwick	1/10½	1/5½	Epping	1/11	1/6½	Mansfield	1/11	1/6½	Tamworth	1/10½	1/5½
Beverley	1/11	1/6½	Exeter	1/10½	1/5½	March	1/8	1/4	Taunton	1/9½	1/5
Bexhill-on-Sea	1/9½	1/5	Exmouth	1/9½	1/5	Margate	1/9	1/4½	Tenterden	1/9	1/4½
Bideford	1/9	1/4½	Fakenham	1/8	1/4	Market Harborough	1/10	1/5½	Thames Haven	1/11	1/6½
Biggleswade	1/9	1/4½	Falmouth	1/9½	1/5	Matlock	1/9½	1/5	Thetford	1/8½	1/4½
Billericay	1/8½	1/4½	Fareham	1/10	1/5½	Melton Constable	1/7½	1/3½	Thorpe Bay	1/10½	1/5½
Birchington	1/9	1/4½	Faversham	1/9	1/4½	Melton Mowbray	1/10	1/5½	Todmorden	1/11	1/6½
Birkenhead	‡§2/1	¶	Felixstowe	1/10	1/5½	Merthyr	1/11	1/6½	Tonbridge	1/9½	1/5
Birmingham	†1/11	1/6½	Filey	1/9½	1/5	Middlesbrough	1/11	1/6½	Torquay	1/10½	1/5½
Bishop Auckland	1/11	1/6½	Fleetwood	1/11	1/6½	Middleton	1/11	1/6½	Totnes	1/9	1/4½
Bishop's Stortford	1/10	1/5½	Flint	1/11	1/6½	Middlewich	1/10½	1/5½	Trowbridge	1/8	1/4
Blackburn	1/11	1/6½	Folkestone	1/9	1/4½	Milford Haven	1/9½	1/5	Truro	1/8½	1/4½
Blackpool	1/11	1/6½	Frinton-on-Sea	1/9	1/4½	Morecambe	1/11	1/6½	Tunbridge Wells	1/9½	1/5
Blyth	1/11	1/6½	Frome	1/8	1/4	Morley	1/11	1/6½	Uppingham	1/10½	1/5½
Bognor Regis	1/9	1/4½	Gainsborough	1/10	1/5½	Mundesley	1/8	1/4	Uttoxeter	1/10	1/5½
Bolton	1/11	1/6½	Gateshead	1/11	1/6½	Nantwich	1/10½	1/5½	Wakefield	1/11	1/6½
Bournemouth	1/10	1/5½	Gillingham (Kent)	1/10	1/5½	Nelson	1/11	1/6½	Walsall	1/11	1/6½
Bracknell	1/9	1/4½	Glossop	1/11	1/6½	Newark-on-Trent	1/10½	1/5½	Walsden	1/11	1/6½
Bradford	1/11	1/6½	Gloucester	1/10½	1/5½	Newbury	1/9	1/4½	Walton-on-Naze	1/9	1/4½
Bradford-on-Avon	1/8	1/4	Godalming	1/9	1/4½	Newcastle-on-Tyne	1/11	1/6½	Ware	1/10½	1/5½
Braintree	1/9	1/4½	Goole	1/11	1/6½	Newcastle-u.-Lyme	1/11	1/6½	Warminster	1/8	1/4
Brentwood	1/10½	1/5½	Gosport	1/10½	1/5½	New Forest	1/9	1/4½	Warrington	1/11	1/6½
Bridgwater	1/9½	1/5	Grantham	1/10	1/5½	Newmarket	1/9	1/4½	Warwick	1/11	1/6½
Bridlington	1/10½	1/5½	Gravesend	1/10½	1/5½	Newport, Mon.	1/11	1/6½	Wellington R.D.	1/10½	1/5½
Brighouse	1/11	1/6½	Great Yarmouth	1/9	1/4½	Newport Pagnell	1/9	1/4½	Welwyn	1/10	1/5½
Brighton	1/10	1/5½	Grimsby	1/11	1/6½	Northampton	1/11	1/6½	Welwyn Gar. City	1/11	1/6½
Bristol	1/11	1/6½	Guildford	1/9	1/4½	Norwich	1/11	1/6½	Wells (Norfolk)	1/7½	1/3½
Broadstairs	1/9	1/4½	Guilsborough	1/9½	1/5	Nottingham	1/11	1/6½	West Bromwich	1/11	1/6½
Bromsgrove	1/10½	1/5½	Halifax	1/11	1/6½	Nuneaton	1/11	1/6½	Westcliff-on-Sea	1/10½	1/5½
Buckley	1/11	1/6½	Hanley	1/11	1/6½	Oakham	1/9½	1/5	Weston-super-Mare	1/10	1/5½
Bungay	1/7	1/3½	Harpenden	1/10	1/5½	Oldham	1/11	1/6½	Weybridge	1/10	1/5½
Burnham-on-Crouch	1/7½	1/3½	Harrogate	1/11	1/6½	Ormskirk	1/11	1/6½	Weymouth	1/9	1/4½
Burnley	1/11	1/6½	Hartlepools	1/11	1/6½	Oxford	1/10½	1/5½	Whitby	1/10	1/5½
Burslem	1/11	1/6½	Harwich	1/9	1/4½	Oxted	1/9½	1/5	Whitstable	1/9	1/4½
Burton-on-Trent	1/11	1/6½	Haslemere	1/9	1/4½	Paignton	1/10½	1/5½	Widnes	1/11	1/6½
Bury	1/11	1/6½	Hastings	1/9	1/4½	Peterborough	1/10½	1/5½	Wigan	1/11	1/6½
Bury St. Edmunds	1/8½	1/4½	Hatfield	1/10½	1/5½	Plymouth	1/11	1/6½	Wigton	1/9½	1/5
Buxton	1/10½	1/5½	Haywards Heath	1/9	1/4½	Pontefract	1/11	1/6½	Willington	1/11	1/6½
Byfleet	1/9½	1/5	Hednesford	1/10½	1/5½	Pontypridd	1/11	1/6½	Wilmslow	1/11	1/6½
Cambridge	1/11	1/6½	Hemel Hempstead	1/10	1/5½	Port Talbot	1/11	1/6½	Winchester	1/9½	1/5
Canterbury	1/9	1/4½	Henley-on-Thames	1/9	1/4½	Portsmouth	1/10½	1/5½	Windermere	1/9½	1/5
Cardiff	1/11	1/6½	Hereford	1/9	1/4½	Preston	1/11	1/6½	Windsor	1/10	1/5½
Carlisle	1/11	1/6½	Herne Bay	1/9	1/4½	Pulborough‡	1/9	1/4½	Wisbech	1/8½	1/4½
Carnforth	1/11	1/6½	Hertford	1/10½	1/5½	Ramsgate	1/9	1/4½	Witham	1/9	1/4½
Castleford	1/11	1/6½	Heysham	1/11	1/6½	Reading	1/10½	1/5½	Woking	1/9½	1/5
Caterham	1/11	1/6½	Hitchin	1/10	1/5½	Redditch	1/10½	1/5½	Wokingham	1/9	1/4½
Chard	1/8	1/4	Hoddesdon	1/10½	1/5½	Redhill	1/9½	1/5	Wolverhampton	1/11	1/6½
Chatham	1/10	1/5½	Holt (Norfolk)	1/7½	1/3½	Ripon	1/9½	1/5	Woodbridge	1/8½	1/4½
Chelmsford	1/10½	1/5½	Horley	1/9	1/4½	Rochdale	1/11	1/6½	Worcester	1/10½	1/5½
Cheltenham	1/10	1/5½	Horsham	1/9	1/4½	Rochester	1/10	1/5½	Workington	1/9½	1/5
Chepstow	1/10½	1/5½	Horwich	1/11	1/6½	Rugby	1/11	1/6½	Worksop	1/10½	1/5½
Chertsey	1/10	1/5½	Huddersfield	1/11	1/6½	St. Albans	1/10½	1/5½	Worthing	1/9	1/4½
Chester	1/11	1/6½	Hull	1/11	1/6½	St. Helens	1/11	1/6½	Wrexham	1/10½	1/5½
Chesterfield	1/11	1/6½	Hunstanton	1/8	1/4	St. Neots	1/8½	1/4½	Wroxham	1/8½	1/4½
Chichester	1/9	1/4½	Huntingdon	1/8½	1/4½	Saffron Walden	1/8	1/4	Wycombe	1/10	1/5½
Chorley	1/11	1/6½	Ilfracombe	1/9	1/4½	Salisbury City	1/8½	1/4½	Wymondham	1/8	1/4
Cirencester	1/8½	1/4½	Ingatestone	1/9½	1/5	Salisbury Plain	1/10	1/5½	Yeovil	1/9½	1/5
Clacton	1/9	1/4½	Ipswich	1/10½	1/5½	Sawbridgeworth	1/9½	1/5	York	1/11	1/6½
Cleveleys	1/11	1/6½									

* Painters ½d. less than other Craftsmen. † Plus 2d. per working day. ‡ Plasterers 2/1½.

¶ Tradesman's Labourers, 1/7¼. Navvies and General Labourers, 1/6½.

§ Joiners, Plumbers, Bricklayers, Tilers and Masons receive 2/- per week or 4d. per day Tool Money.

NOTE.—Carpenters and Joiners in all Towns and Districts (other than Birkenhead and Liverpool) receive 2d. per day Tool Allowance.

For Building Trade Wages in Scotland, see page 428

PRICES CURRENT OF MATERIALS*

Note: Owing to the exceptional circumstances which prevail at the present time, prices of materials should be confirmed by inquiry. The prices of soft woods are for cash on delivery. At present linseed oil and genuine spirits of turpentine can only be supplied in cans in small quantities.

BRICKS, &c.

	£ s. d
First Hard Stocks	4 13 0
Second Hard Stocks	4 6 0
Mild Stocks	3 13 0
Single Rough Stocks	3 7 0
Common Stocks	2 17 6

All loaded free into lorry at the works. The question of haulage is still very difficult and prices must be obtained from job to job. *In addition*, there will be the Levy under the Bricks (Charges) Order, 1942, of 3s. per 1,000.

2½ in. Phorpres. A discount of 6d. 1,000 only monthly account.	King's Cross Station per 1,000	To sites in W.C. District per 1,000
	s. d.	s. d.
Pressed	56 9	63 3
Keyed	58 9	65 3
Single Bullnose	76 9	83 3
Rustics	76 9	83 3
Whites	77 3	83 3

White Midhurst Best selected (delivered London site) £ s. d. 5 10 0

Best blue Pressed Staffs. (London Stns.) 11 12 0

Do. Bullnose (London Stns.) 12 2 0

Blue Wire Cuts (London Stns.) 10 9 6

Best Stourbridge Fire Brick (London Stns.) :—

£ s. d.		£ s. d.
2½ in. 10 0 0	3 in.	12 0 0

GLAZED BRICKS. (London Stns.)

Best White Ivory and Salt Glazed		D'ble Str'tch'rs D'ble Headers	36 10 0 33 10 0
Stretcher	28 0 0	One side&two ends	37 10 0
Headers	27 10 0	Two sides&one end	38 10 0
Quoins, Bullnose and 4½ in. Flats	34 10 0	Splays and Squints	36 0 0

Second Quality, £2 per 1,000 less than best. Cream and buff, £2 extra over white. Other colours. Hard Glaze. £5 10s. extra over white.

ADD LEVY ON BRICKS. 3/- per 1,000 except Glazed Bricks.

PARTITION SLABS.

Delivered on site London Area.

"PHORPRES" HOLLOW PARTITION BLOCKS.

	s. d.		s. d.
2" per yd. sup.	2 8	3" per yd. sup.	3 6
2½" " "	2 11	4" " "	3 10

CLINKER CONCRETE.

2" per yd. sup.	1 11	3" per yd. sup.	2 6
2½" " "	2 3	4" " "	3 6

CRANHAM TERRA COTTA.

Size 12 x 9 x 2" per yd. super	2 8
Size 12 x 9 x 2½ " "	2 11
Size 12 x 9 x 3" "	3 6
Size 12 x 9 x 4" "	3 10

HEMPSTEAD—KEYED TWO SIDES.

12" x 9" x 2"	2 8	12" x 9" x 3"	3 6
12" x 9" x 2½"	2 11	12" x 9" x 4"	3 10

Per yard super d/d. Free on site, London.

Plus 2d. for smooth one side, and 4d. for smooth both sides.

STONE.

	s. d.
BATH STONE.—Delivered in railway trucks at Westbourne Park, Paddington, G.W.R., or South Lambeth, G.W.R., per ft. cube	3 3½
BEER STONE—RANDOM BLOCK— Free on rail at Seaton Station per ft cube	2 3
Delivered free on rail Nine Elms, S.R. "	3 1½
Selected approximate size one way, 1d. per cubic ft. extra, selected approximately three sizes or for special work, 3d. per cubic ft. extra.	
PORTLAND STONE— Brown Whitbed, in random blocks of 20 ft. average, delivered in railway trucks at Nine Elms, S. Rly., South Lambeth Station, G.W.R., and Westbourne Park, Paddington, G.W.R., per ft. cube	4 7
Do. do. delivered on road waggons as above stations per ft. cub.	4 7
White basebed, 3d. per ft. cube extra.	
NOTE.—1d. per ft. cube extra for every ft. over 20 ft. *average* and ½d. beyond 30 ft.	
HOPTON-WOOD STONE— F.O.R. Quarries, Wirksworth, Derbyshire, Random blocks from 10 ft. and over P.ft.cb.	s. d. 13 2
Sawn two sides	26 11
Sawn three or four sides	31 11
YORK STONE, BLUE—*Robin Hood Quality.* Delivered at any Goods Station, London.	
6 in. sawn two sides landings to sizes (under 30 ft. super) per ft. super	5 6
6 in. rubbed two sides, ditto "	6 3
3 in. sawn two sides slabs (random sizes) "	2 7
2 in. to 2½ in. sawn one side slabs (random sizes) (paving) "	1 8½
1¼ in. to 2 in. ditto "	1 4½
HARD YORK— Delivered at any Goods Station, London.	
Scrappled random blocks per ft. cube	6 10
6 in. sawn two sides landings to sizes (under 40 ft. super) per ft.super	5 7½
6 in. rubbed two sides, ditto "	6 9
4 in. sawn two sides slabs (random sizes) "	3 5
2 in. ditto ditto "	2 8
2 in. self-faced random flags per yd. super	8 9

CAST STONE.

Delivered in London area in full van loads, per ft. cube: Plain, 7s. 6d. Moulded, 8s. 6d. Small section cills and copings, 11s.

SAND.

Thames Ballast	10s. 0d. per yd.	delivered 2 miles radius Paddington.
Pit Ballast	9s. 6d. " "	
Pit Sand	12s. 0d. " "	
Washed Sand	13s. 0d. " "	
¾ in. Shingle	10s. 6d. " "	
¾ in. Broken Brick	16s. 0d. " "	
Pan Breeze	10s. 0d. " "	

CEMENT.

Best British Portland Cement. Standard Specification, delivered London area. £ s. d.

6 ton loads and upwards site	per ton	2 11 0
1 ton to 6 tons site		2 14 0
Alongside Vauxhall in 80 ton lots		2 8 6

"Ferrocrete" Rapid Hardening Cement—

6 ton loads and upwards site		2 17 0
1 ton to 6 tons site		3 0 0
Alongside Vauxhall in 80 ton lots		2 14 6

"Aquacrete" Water Repellent, "Blue Circle" cement, 30s. per ton on ordinary "Blue Circle" prices.

"Colorcrete" Nos. 1 and 2. Coloured rapid Hardening Portland Cement in 6 ton lots .. 4 11 0

"Colorcrete" not rapid hardening, according to colour, from £7 to £15 10s. per ton.

"Snowcrete" White Portland Cement (in free paper bags) 10 5 0

"417" Cement (Ultra Rapid Hardening) Delivered Site London Area in 6 tons lots and upwards 3 11 0

Plus packages at current prices.

Super Cement (Waterproof), bags extra 4 1 0

NOTE.—Jute sacks charged at 35s. 6d. nett per ton (20 sacks) for quantities of or exceeding one ton.

Less than one ton 1s. 9½d. nett each.

Credit 1s. 6d. nett each when returned in good condition within two weeks.

	£ s. d.		£ s. d.
Romance ment	8 10 0	Keene's Cement, White	7 0 0
Parian Cement	7 0 0	" " Pink	6 10 0

Cemen tone Colours for cement according to tints per cwt. from £3 5s. 0d.

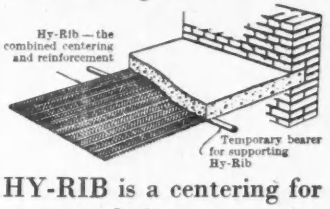
SLATES.

First quality slates from Penrhyn or Portmadoc, carriage paid in full truck loads to London Rate Station. Per 1,000 actual.

	£ s. d.		£ s. d.
24 by 12	45 5 0	18 by 10	24 0 0
22 by 12	37 17 6	18 by 9	22 12 6
22 by 11	34 2 6	16 by 10	21 10 0
20 by 12	33 0 0	16 by 8	16 12 6
20 by 10	30 5 0		

HY-RIB is the answer to your centering problem

Use the reinforcing steel as centering for the slabs



HY-RIB is a centering for concrete during construction

HY-RIB is a reinforcement for the structural slab

Over ***11,000,000*** *square feet of HY-RIB combined centering and reinforcement has been used in wartime buildings*

For the guidance of Constructional Staffs we provide working drawings for particular applications of Hy-Rib.

HY-RIB
COMBINED CENTERING AND REINFORCEMENT

HY-RIB SALES, 6 COLLINGHAM GARDENS EARLS COURT, S.W.5. 'PHONE: FROBISHER 8141

4-3264

PLASTER.

	£ s. d.		£ s. d.
Coarse, Pink	4 0 0	Sirapite, Coarse	4 5 6
" White	4 7 6	" Finish	4 13 6
Pioneer	4 5 0		

Above prices for 4-ton loads and over London Area.

Best Ground Blue Lias Lime	3 7 6	Grey Stone Lime Chalk Lime	2 17 6 2 17 6
Granite Chippings	1 15 0	Hair per cwt.	3 5 0

NOTE.—Sacks are charged 1s. 9d. each, and credited 1s. 6d. if returned in good condition within three months, carriage paid.

Stourbridge Fireclay in paper bags, £2 12s. 6d. in 6-ton lots at railway depot.

TILES.

Delivered at London rate stations in full truck loads of not less than 6 tons Per 1,000 f.o.r. London.

Best machine-made tiles from Broseley or Staffordshire district	£5 15 0
Ditto hand-made ditto	6 18 6
Ornamental ditto	7 5 0
Hip and valley tiles (per dozen) Hand-made	0 14 0
Machine-made	0 13 6

HARD WOOD.

1 INCH AND UP THICK.

Average price for prime quality.

	s. d.		Foot cube. £ s. d.
Dry English Wainscot Billets	16 0	to	0 18 0
Dry Slavonian Billet Wainscot	17 0	to	1 0 0
Dry Cuba Mahogany logs	21 0	to	1 4 0
Square-edged Honduras Mahogany			0 16 6
Log Cut Honduras Mahogany			0 17 6
American Figured Oak			0 13 0
American Plain Oak			0 12 6
Jap. Figured Oak			0 13 0
Jap. Plain Oak			0 12 6
Teak			0 15 6
American Whitewood			0 12 -
African Whitewood			0 8 0
African Mahogany			0 11 0
Australian Walnut			0 19 0
Australian Silky Oak			0 12 6
Best Scotch glue		per cwt.	5 0 0
Liquid glue		per gallon	1 2 0

SOFT WOOD.

MERCHANTABLE BRITISH COLUMBIAN	Minimum.	Maximum.
	£ s. d.	£ s. d.
Scantlings in imported sizes, 2 in. by 3 in. to 4 in. by 11 in.	43 10 0	53 0 0

PLANED BOARDS.

PRIME CLEAR BRITISH COLUMBIAN PINE.

	Per standard. £ s. d.
1 in. by 11 in. } 1 in. by 9 in. }	67 10 0

	Per square. s. d.
1 in. plain edge flooring	53 0
1½ in. ditto	66 6
1 in. tongued and grooved	53 0
1¼ in. ditto	66 6

MATCHING.

	Per square. s. d.
¾ in.	37 6
¼ in.	42 0
1 in.	55 0

PLUMBERS' BRASS WORK.

Delivered in London. M.O.H.

S.D. BIBCOCKS, CRUTCH HEAD, FOR IRON

½ in.	¾ in.
30/-	44/6 per doz.

TOILET BIB COCKS FOR IRON.

½ in.	¾ in.
42/-	60/- per doz

S.D. STOP COCKS FOR IRON.

¼ in.	⅜ in.	½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
29/6	45/-	81/6	195/-	272/-	453/-		per doz.

S.D.S. COCKS WITH TWO UNIONS FOR LEAD.

¼ in.	⅜ in.	½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
45/-	77/6	123/-	240/-	372/-	624/-		per doz.

DOUBLE NUT BOILER SCREWS.

¼ in.	⅜ in.	½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
5/6	6/8	11/-	24/-	36/-	56/-		per doz.

HEAVY CROYDON BALL VALVES.

¼ in.	⅜ in.	½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.
36/-	65/-	98/-	195/-	264/-			per doz.

CAPS AND SCREWS.

¼ in.	⅜ in.	½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.	3 in.	4 in.
11/9	14/5	21/6	37/9	54/-	59/6				per doz.

BRASS SLEEVES.

½ in.	¾ in.	1 in.	1¼ in.	1½ in.	2 in.	3 in.	4 in.
10/9	13/6	25/-	37/-	46/-			per doz.

LEAD TRAPS WITH BRASS CLEANING SCREWS.

	1½×6 lbs.	1½×6 lbs.	2×7 lbs.	3×7 lbs.
Lead P.	26/-	34/-	55/-	92/- per doz.
Lead S.	34/-	41/-	67/	115/- per doz.

SOLDER.—Plumbers', 1/5; Tinmen's, 1/9. Blow pipe, 2/- per lb.

* The information given on this page has been specially compiled for THE BUILDER, and is copyright. The aim in this list is to give, as far as possible, the *average* prices of materials, no necessarily the highest or lowest. Quality and quantity obviously affect prices—a fact which should be remembered by those who make use of this information. Prices are subject to 2½ per cent. cash discount.

PRICES CURRENT OF MATERIALS—(contd.)

METALS.

JOISTS, GIRDERS, &c., to LONDON STATION PER TON—

	£	s.	d.
R.S. Joists, cut and fitted	£23	10	0
Plain Compound Girders	26	0	0
Stanchions	28	10	0
In Roof Work	33	10	0

NOTE.—These prices are for standard pieces and not special pieces of an awkward nature.

MILD STEEL ROUNDS.—To London Stations, per ton.

Diameter.	£	s.	d.	Diameter.	£	s.	d.
¼ in.	23	0	0	⅞ in. to 1 in.	21	10	0
⅜ in.	22	0	0	1⅛ in. to 2½ in.	21	0	0

WROUGHT TUBES AND FITTINGS.

Deliveries from works.

Deliveries from London stock further 2½ % gross.

10/17

	Tubes. ½"/6" %	Tubulars. ¼"/6" %	19/24 %	Flanges. ¼"/2" %	2½"/6" %
Light weight	51½	—	47½	51	57½
Heavy weight	44	44	39½	41	49½
Galv.lightweight	40½	—	38½	39½	48½
Galv.heavyweight	31	31	31	29½	41

Tubes and tubulars sizes ¼"/⅛" inclusive, charged extra of 5% less gross.

Fittings. Figs. 25/34 5% less gross discount.

Terms.—Nett cash end of month following date of invoice. Carriage paid on lots of £10 nett value and over.

C.I. HALF-ROUND GUTTERS—London Prices ex Works. per yd. in 6 ft. lengths.

	Gutters.	Nozzles.	Stop ends.
3 in.	1/5½	1/2½	4½d.
3½ in.	1/7	1/4	4½d.
4 in.	1/7	1/6	6½d.
4½ in.	1/8½	1/8½	7½d.
5 in.	2/0½	2/0	9d.

O.G. GUTTERS.

3 in.	1/10½	1/7½	5d.
3½ in.	2/1½	1/7½	6½d.
4 in.	2/1½	1/8½	7½d.
4½ in.	2/2½	1/11½	8½d.
5 in.	2/8½	2/3	10½d.

RAIN WATER PIPES.

Per yd. in 6 fts.	Pipe	Bends. Stock angles.	Branches.
2 in.	2/2½	1/5½	2/2
2½ in.	2/3½	1/8½	2/7½
3 in.	2/8½	2/1½	3/2
3½ in.	3/2½	2/6½	3/7½
4 in.	3/8½	3/0½	4/5

NETT PRICES.

Tonnage allowance—4-ton lots, 5 per cent.
2-ton lots, 2½ per cent.

L.C.C. COATED SOIL PIPES—London Prices, ex Stock.

Per yd. in 6 fts.	Pipe.	Bends.	Branches.
2 in.	3/9½	2/7½	3/2
2½ in.	4/5	2/10½	3/11½
3 in.	4/9	3/2	4/8½
3½ in.	4/10½	3/11½	5/5½
4 in.	5/3½	4/5	6/3½

L.C.C. COATED DRAIN PIPE.

	Pipe.	Bends.	Branches.
3 in. per yd. in 9 fts.	5/5	6/3	9/11
cwt. qr. lbs.			
4 in. 1 1 20	7/11	7/1	12/6
5 in. 1 2 22	9/7	12/9	19/3
6 in. 2 0 6	11/5	14/8	25/6

Gaskin, 75/- per cwt.

	Per ton basis in London. £	s.	d.
IRON.—Staffordshire Crown, Merchant quality	18	7	6
IRON.—Staffordshire Marked Bars	19	7	6
Mild Steel Bars	19	15	0
Mild Steel Hoops	21	10	0

	Ex Merchant's Stock, per ton (two-ton lots). £	s.	d.
Soft Steel Sheets, C.R. and C.A.—			
20 gauge	24	17	6
24 gauge	25	2	6
26 gauge	25	17	6
Galvanised Corrugated Sheets, 6 ft. to 9 ft.			
20 gauge	27	0	0
24 gauge	27	10	0
26 gauge	28	15	0
Galvanised Flat Sheets, C.R. and C.A.—			
20 gauge	28	10	0
24 gauge	29	0	0
26 gauge	30	5	0

	Per ton. £	s.	d.
Cut Nails, 3 in. and up	28	10	0

ALL NETT.

METAL WINDOWS.—Standard sizes, suitable for complete houses, including all fittings, painting two coats, and delivery to job, average price about 2s. 4d. to 2s. 7d. per foot super.

PAINTS, &c.

	£	s.	d.
Raw Linseed Oil (5 galls.) .. per gallon	0	5	9
Boiled Linseed Oil (5 galls.) .. "	0	6	0
Genuine Ground English White Lead, per cwt.	3	11	3
Genuine White Lead Paint, 14 lb. tins free, per cwt.	4	15	6
Genuine Red Lead .. "	2	18	0
Linseed Oil Putty (Kegs extra) .. "	1	3	3
Size, XD quality .. ftn.	0	4	9

Turpentine substitute can be obtained and prices vary according to quality from 3/8 gallon upwards.

	£	s.	d.
SNOWCEM CEMENT PAINT .. per cwt.	2	16	0
C.M.C. CAMOUFLAGE PAINT .. "	2	16	0

BUILDING TRADE WAGES IN SCOTLAND

Following are grade rates authorised by the Scottish N.J.C. from October 1. Every endeavour is made to ensure accuracy, but we cannot be responsible for errors that may occur.

Grade Classification	A	A1	A2	A3	B	B1
Craftsmen	1/11½	1/11	1/10½	1/10	1/9½	1/9
Labourers	1/6	1/5½	1/5½	1/5	1/4½	1/4½

Aberdeen	A	Dumfriesshire	A2	Inverness	*	Perthshire	A2
Ayrshire	A	Dundee	A	Inverurie	A1	Peterhead	A1
Banff	B	Dunoon	A	Kincardineshire	A2	Renfrewshire	A
Berwickshire	A2	East Fife	A	Kinross-shire	A	Rothesay	A
Bridge of Allan	A	East Lothian	A	Lanarkshire	A	Roxburghshire	A2
Broughty Ferry	A	Edinburgh	A	Midlothian	A	St. Andrews	A
Clackmannanshire	A	Fifeshire	A	Monifieth	A	Selkirkshire	A2
Doune	A	Forfarshire	A2	Moray and Nairn	B	Stewartry	A1
Dunblane	A	Glasgow	A	Newport	A	Stirlingshire	A
Dumbartonshire	A	Greenock	A	Peeblesshire	A2	Stornoway	A2
Dumfries	A1	Hamilton	A	Perth	A	Tayport	A
						West Lothian	A

*This town has its own rates: Masons, 1/8½; Carpenters, 1/8½; Slaters, 1/8½; Plumbers, 1/9; Plasterers, 1/9½ but 1/10 is paid owing to the scarcity at present; Painters, 1/8½ and Labourers, 1/4

The information given in this table is copyright. Rates of wages in England and Wales are given on page 426.

VARNISHES, &c.

		Per gallon. £	s.	d.
Oak Varnish	Outside	0	16	0
Fine do.	"	0	18	0
Fine Copal	"	1	0	0
Pale Copal	"	1	2	0
Pale Opal Carriage	"	1	6	0
Best do. do.	"	1	14	0
Floor Varnish	Inside	1	0	0
Fine Pale Paper	"	1	0	0
Fine Copal Cabinet	"	1	4	0
Fine Copal Flatting	"	1	2	0
Hard Drying Oak	"	1	0	0
Fine Hard Drying Oak	"	1	1	6
Fine Copal Varnish	"	1	2	6
Pale do.	"	1	14	0
Best do.	"	1	4	6
Best Japan Gold Size	"	1	14	6
Best Black Japan		0	12	0
Oak and Mahogany Stain (water)		0	14	0
Brunswick Black		0	9	6
Berlin Black		0	16	0
Knotting (patent)		0	17	0
French and Brush Polish		0	14	0
Liquid Dryers in Terebene		0	11	0
Cuirass Black Enamel		0	9	0

LEAD, &c.

(Delivered in London.)	Per ton. £	s.	d.
LEAD.—Sheet, English, 4 lb. and up	38	0	0
Pipe in coils	38	10	0
Soil pipe	42	10	0
Compo pipe	47	10	0

NOTE.—Country delivery, 20/- per ton extra, lots under 3 cwt. 4/- per cwt. extra and over 3 cwt. and under 5 cwt., 2/6 per cwt. extra. Cut to sizes, 4/- per cwt. extra.

Old lead, ex London area, at Mills ..... per ton } £18 0 0.

GLAZING

The Hall Mark AYGEE *of Craftsmanship*

If your building is essential to the war effort we can supply the glass and glazing immediately.

Communicate at once with:

AYGEE LIMITED

100 WESTMINSTER BRIDGE ROAD, S.E.1

'Phone: WAT 6314 (6 lines)

ENGLAND'S LARGEST GLAZING CONTRACTORS

THE SCOTTISH BUILDER

NEW BUILDINGS

HARTWOOD.—Plans prepared for additions at Hartwood asylum, for the Lanarkshire Mental Hospital Joint Committee.

LANARKSHIRE. — Plans prepared by the Marley Tile Co., Ltd., for new buildings.

British Standards Institution.

At the annual general meeting of the British Standards Institution (when Sir Percy Ashley, K.B.E., C.B., accepted the invitation to remain as Chairman of the General Council), the Chairman reported the recognition of H.M. Government of the Institution as the body for the issue of national standards with the exception of those issued by the Medical Research Council.

GLASS.

SHEET GLASS, ORDINARY GLAZING QUALITY CUT SIZES.

	Per ft. super. d.
18 oz.	3½
24 oz. Clear or "R" quality	4½
26 oz.	5½
32 oz.	7½

ENGLISH ROLLED PLATE AND FIGURED CATHEDRAL, ETC., IN CUT SIZES.

Over 500 ft. super of all kinds.	Per ft. d.
Rolled plate, ¼ in.	5½
Rough cast double rolled, ⅛ in.	6½
Rough cast double rolled, ¼ in.	6½
Figured rolled, and Cathedral, white	6½
Figured rolled and Cathedral, tinted	9½
Rolled Sheet	6½
Reeded, Broad Reeded, Cross Reeded and Chevron Reeded, ¼ in. thick	10½

Rolled plate is the same price as rough cast double rolled.

	Per ft. s.	d.
Wire Rolled, ¼ in. thick	0	5½
Wire Cast, ¼ in. thick	0	5½
Georgian Wired Cast	0	10
"Calorex" Sheet, 21 oz.	2	6
" " 32 oz.	4	6
" Cast, ¼ in. thick	0	10
" " ⅜ in. thick	1	6
" " ½ in. thick	1	2
Non Actinic Glass, ¼ in. thick	0	5½
" " " ⅜ in. thick	1	6
" " " ½ in. thick	1	2

"VITA" GLASS.

	Per ft. s.	d.
"Vita" Plate Glass, about ⅛ in. thick—		
To 7 ft. super	5	6
Over 7 ft. super	7	6
"Vita" Sheet Glass, about 18/20 oz.	2	6
Cathedral "Vita" Glass:		
¼ in. thickness	2	6
⅜ in. "	3	6
½ in. Georgian Wired "Vita" Glass	3	6

GLASS BRICKS.

	s.	d.	
P.B. 1—8 in. × 4⅞ in. × 3⅜ in.	2	9	each net
P.B. 2—5¼ in. × 5¼ in. × 3⅜ in.	2	6	"
P.B. 3—7¼ in. × 7¼ in. × 3⅜ in.	3	6	"
P.B. 32—7¼ in. × 7¼ in. × 3¼ in.	3	6	"

Radiused Corner Bricks to match up with—

P.B. 2	4	6	each net
P.B. 3	6	0	"
P.B. 32	6	0	"

TENDERS

The Editor welcomes authentic information for this feature from architects, surveyors or contractors. Items should reach 4, Catherine-street, Aldwych, W.C.2, not later than Tuesday morning.

Tenders for A.R.P. work will be found under "A.R.P. Schemes."

* Denotes *accepted.*
† Denotes *provisionally accepted.*
‡ Denotes *recommended for acceptance.*
§ Denotes *accepted subject to modification.*
¶ Denotes *accepted by H.M. Government departments.*

Coventry.—Works, for T.C. Reconstruction of sub-station: *J. H. Gardner, Coventry, £506; reconstruction of test room: *E. K. Youell & Son, Ltd., £492.

Durham.—Canteen at South Moor colliery: *R. C. Williamson, Rowlands Gill, Durham.

Fareham.—For protection work at Hill Head, for U.D.C.: *Sadler & Co., Downside-rd., Winchester, Hants.

Huntingdonshire. — Erection of war time day nursery, for C.C. T. H. Longstaff, County Architect, County Offices, Walden House, Huntingdon: *H. V. Goodwin, Ltd., Broadway, Yaxley, Peterborough, £2,093.

Kenton (Middx).—Erecting and fitting-up B.R. at Kenton-rd.: *F. & C. Costin, Ltd., 226-228, Kenton-rd, Kenton, Harrow, £5,985.

Leeds.—Adaptation of Cookridge Convalescent Home: *William Thompson & Sons, £3,268.

Leigh.—B.R. for T.C. T. A. Clare, B.S.: †Building Department, Leigh Corporation, Windermere-st., Leigh.

¶London (Air Ministry). — Contracts placed to value of £500 or over for week ended October 31:—

Building work: Holloway Bros. (London), Ltd., London, S.W.19; Token Construction Co., Ltd., Thatcham, Berks; Henry Kent (Builders), Ltd., London, S.E.13; Allnatt, Ltd., London, N.W.10; J. L. Kier & Co., Ltd., London, S.W.19; F. & H. F. Higgs, Ltd., London, S.E.24; W. Lawrence & Son, Ltd., London, E.C.2; L. F. Richardson, Ltd., Chichester; A. Roberts & Co., Ltd., London, W.8; Walker (Tooting), Ltd., Croydon, Surrey; Unit Construction Co., Ltd., Reigate, Surrey.

Construction work: J. Gerrard & Sons, Ltd., Manchester.

General maintenance work: E. M. Squire & Son, Ltd., Saltby, Birmingham; G. G. Middleton & Sons, Ltd., Worksop, Notts; Prestige & Co., Ltd., London, S.W.1; Day & Son (Builders), Ltd., Walton-on-Thames.

Electrical work: F. H. Wheeler & Co., Ltd., London, S.W.1; The Wessex Electricity Co., Newbury, Berks; The Bedfordshire, Cambridgeshire and Huntingdonshire Electricity Co., Stowmarket, Suffolk; Cornwall Electric Power Co., Redruth; Duncan Watson (Electrical Engineers), Ltd., London, W.1.

General maintenance work: H. Booth & Sons, Dewsbury; Wilkins & Coventry, Ltd., Bristol; P. Birch & Sons, Ltd., Ashbourne; W. . Adams & Sons, Ltd., Rugby; Thos. Davis & Son (Contractors), Ltd., Stockport; T. N. Nicholls, Walsall; E. J. Logan, London, S.W.15; Kerridge (Cambridge), Ltd., Cambridge.

¶London (Air Ministry).—Contracts placed to value of £500 or over for week ended November 7:

Building and civil enginering work: R. Costain & Sons (Liverpool), Ltd., Liverpool.

Civil engineering work: Sir Robert McAlpine & Sons, Ltd., London, W.1: Tarslag, Ltd., Wolverhampton; Percy Bilton, Ltd., London, W.1; Rattee & Kett, Ltd., Cambridge.

Electrical installation work: Thorpe & Thorpe, Ltd., Hartley Witney, Hants; Norwest Services, Ltd., Edgware, Middx; Marryatt & Place, Ltd., London, E.C.1; County of London Electric Supply Co., Ltd., London, E.C.2; Holliday, Hall & Stinson, Ltd., London S.W.1; Shropshire, Worcestershire & Staffordshire Electric Power Co., Halesowen; Alpha Manufacturing Electrical Co., Ltd., Cheam, Surrey; Anderson Angell & Co., Ltd., Woldingham, Surrey; W. F. Graham & Co., Belfast; W. J. Furse & Co., Ltd., Nottingham; W. T. Parker, Burton-on-Trent; The Building & Colliery Supply Co., Ltd., Doncaster.

Construction work: J. Gerrard & Sons, Ltd., Manchester.

General maintenance work: M. Blakemore, Ltd., Grange-over-Sands; Kerridge (Cambridge), Ltd., Cambridge; Charles Gray & Son, Ltd., Glasgow, E.1; W. S. Try, Ltd., Uxbridge.

London (M.W.B.)—.—Tenders for sinking boreholes in various parts of Home Counties accepted as follows:—

Site No. 1: *George Stowe & Co., Ltd.	£3,342 16
Site No. 2: *Le Grand Sutcliff & Gell, Ltd.	2,492 14
Site No. 5: *Richardson, Timmins & Co., Ltd.	2,399 5

(Subject to M.H. approval.)

¶London (Ministry of Works).—Works contracts placed by M.O.W.P. during week ending November 5:—

Ayrshire: Htg. & H.W.S., G. N. Haden & Sons, Ltd., 86, Vincent-st., Glasgow; building work, George Wimpey & Co., Ltd., Denham, Middx.

Berks: Building work, Hinkins & Frewin, Ltd., Oxford.

Ches: Building work, Greenwood Bros. (Builders), Ltd., Longshaw-st., Warrington; R. Costain, Barlows-la., Liverpool.

Derbyshire: Building work, W. Ford & Sons (Contractors), Ltd., Derby; C. E. Gaunt & Son, Ltd., Chesterfield.

Devonshire: Building work, Allen Fairhead & Sons, Ltd., Enfield, Middx.

Dumfries-shire: Electrical work, Fraser & Borthwick, Ltd., 59, Pitt-st., Glasgow.

Essex: Building work, Chaston & Co., Ltd., Holland-on-Sea.

Glos: Building work, Stone & Co. (Bristol), Ltd., Redland-rd., Bristol; Htg. & H.W.S., R. G. Champion & Son, Ltd., 1-2, Babmas-st., London, S.W.1; Sulzer Bros. (London), Ltd., Ryder-st. Works, Basford, Notts; electrical work, Leonard G. Tate & Co., Ltd., Hazlitt House, Southampton-bldgs., W.C.2.

Hampshire: Electrical work, G. W. Franklin & Son, 29, Fitzroy-sq., London, W.1; Htg. & H.W.S., G. N. Haden & Sons, Ltd., Avon-rd., Bournemouth; building work, Brazier & Sons, Ltd., 303-5, Portswood-rd., Southampton; Crosby's, Farnham, Surrey.

Kent: Building work, Wm. Durk, Ltd., The Plain, Smeeth, Ashford, Kent.

Lancs: Building work, G. & J. Seddon, Ltd., 3, Manchester-rd. West, Little Hulton, Nr. Bolton; J. W. Jones & Sons, Ltd., 158, Allerton-rd., Liverpool.

Northumberland: Building work, Alex Anderson (Contractors), Ltd., Newcastle-on-Tyne.

Somerset: Building work, W. J. Pople & Sons, Ltd., Burnham-on-Sea; Htg. & H.W.S., G. N. Haden & Sons, Ltd., Castle-rd., Torquay.

Surrey: Electrical work, Troughton & Young, Ltd., Imperial Court, Basil-st., Knightsbridge, S.W.

Warwickshire: Htg. & H.W.S., C. S. Thompson (Letchworth), Ltd., Commerce-av., Letchworth.

Wilts: Building work, Downing, Rudman & Bent, Ltd., Old-rd., Chippenham.

Worcs: Htg. & H.W.S., The Freeman Heating Co., Ltd., 7, Willard-st., London, S.W.8.

¶London (War Dept.).—Works contracts placed by War Dept. for week ended October 31:—

Forfarshire: Miscellaneous work, W. & R. Brownlee, Ltd., Dundee.

Dumbartonshire: Miscellaneous work, Peter C. Cook, Glasgow.

Renfrewshire: Miscellaneous work, Jas. Graham & Co., Glasgow; Walter Guthrie & Co., Ltd., Glasgow.

Lanarkshire: Miscellaneous work, F. J. C. Lilley, Glasgow; J. & J. Baxter, Lanark; Geo. Wilson, Ltd., Stonehouse, Lanark.

Dumfries-shire: Miscellaneous work, Thom. McWhirter & Son, Ayr.

Argyllshire: Roadwork, Scottish Tarmacadam and Asphalte Co., Glasgow.

Yorks: Building work, Lawson & Boddy, Darlington; Hutting (erection), Beeden, Ltd., Thrybergh, Rotherham; Paul Rhodes, Ltd., Leeds:

Lincs: Hutting (erection), John Sheffield Construction Co., Ltd., Scunthorpe.

Derbyshire: Hutting (erection), Vic. Hallam, Ltd., Marlpool, Heanor, Derby.

Lancs: Miscellaneous work, Tallis Bros., Liverpool 8.

Ches: Miscellaneous work, Peak Construction Co., Ltd., Birkenhead.

Shropshire: Miscellaneous work, Shrewsbury Building Contractors, Ltd., Shrewsbury.

Staffs: Roadwork, Britomac & Co., Macclesfield.

Brecon: Hutting (erection) and concrete work, Williams Bros., Pontardawe, Swansea.

Norfolk: Hutting (erection) and miscellaneous work, F. J. & T. E. Prime, Cambridge; miscellaneous work, Fisher & Sons, Fakenham, Norfolk.

Suffolk: Miscellaneous work, Tillet Bros., Felixstowe.

Beds: Hutting (erection), Luton Building Co., Luton.

Berks: Miscellaneous work, Patching & Co., Worthing.

Wilts: Miscellaneous work, Smith & Lacy, Corsham, Wilts.

Dorset: Hutting (erection), W. J. Furneaux, Christchurch, Hants.

Kent: Hutting (erection) & concrete work, Richard Costain, Ltd., London, W.C.1.

Hampshire: Miscellaneous work, J. Chuter, Farnborough, Hants.

Omagh.—Erection of public lavatory at Town Hall, for T.C. T. T. Hamilton, Town S.: *J. C. White, Omagh, £1,045.

Porthcawl.—Roofing of building, for U.D.C. E. & S.: *P. Gaylard & Son, Bridgend, £668.

Redcar.—Erection of sub-station, for T.C. B.E.: *A. Horn, 51, Newcomen-ter., Redcar.

Salford.—Works for T.C. W. Albert Walker, C.E. Erection of precast concrete building for war-time day nursery at Pendleton: *W. Gornall & Sons, Ltd., Gore-st., Salford 3; erection of prefabricated building for B.R. at Cross-la.: *Building Dept., Co-operative Wholesale Society, Ltd., 1, Balloon-st., Manchester 4.

Stalybridge.—Rebuilding portion of 'bus depot, for Stalybridge, Hyde, Mossley and Dukinfield Electricity and Tramways

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Joint Board, Waterloo-rd. E. Lumsden, Chief E.: *Wellerman Bros., Ltd., Edward-st., Hyde, Ches.

Stourbridge.—Additions to schools for meals, for E.C. G. N. Maynard, B.S.: *W. T. Harmon, South-av., Stourbridge.

Sunderland.—Lavatories and sanitary accommodation, for R. W. Collin, Ltd.: *L. W. Pickersgill & Sons, The Knoll, Sunderland.

Swinton and Pendlebury.—Erection of buildings at Swinton Market Hall for B.R., for T.C. A. Cordwell, B.S.: *Building Department, Swinton Corporation.

West Hartlepool.—Alterations to Ward Jackson school, for provision of nursery classes, for E.C. F. Durkin, B.E.: *T. A. Young, Hart Station, nr. West Hartlepool, £1,081.

Wisbech.—Additional kitchen to High school, for Isle of Ely C.C. R. D. Robson (A.), County Architect, County Hall, March, Cambs: *H. Rands & Son, Ltd., Elm-rd., Wisbech, Cambs, £784.

Worcs.—Erection of prefabricated building for B.R. at Wythall, for E.C. H. Rowe & Son, County Architects, 38, Foregate-st., Worcester: *T. W. Edwards & Sons, Audnam, Stourbridge, £950.

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Dagenham.—B.S. to prepare plans for ambulance station, at £1,000.

Finchley.—B.C. placed following contracts: Adaptation of premises as subfire station and garages, Comben & Wakeling, £2,195; extra protection at two first-air posts and also cleansing station, C. Halls & Sons, £999.

Hendon.—B.C. provisionally accepted tender of H. Pickrill, Ltd., at £475, for protected sleeping accommodation at John Groom's Crippleage depot, subject to approval of Regional Commissioners and Middlesex C.C.—M.H. approved protective works at first-aid posts, at £483.—B.C. propose erection of buildings at two depots, at £775 and £1,466.

Kensington.—B.C. accepted following tenders: For strengthening public basement shelters, J. M. Tankel & Co., Ltd., £346, and W. J. Marston & Sons, £250; for construction of public surface shelter, Alexander Thompson & Co. (London), Ltd., £1,014; for demolition of 61 condemned street surface shelters, £670.

Tottenham. — T.C. propose: Fire station, at £2,859; additions and alterations to three existing stations, at £3,375.

PROVINCIAL.

Boston.—T.C. propose erection of public shelter and domestic communal surface shelters.

Coventry.—T.C. propose to complete erection of reinforced concrete surface shelters.

Durham. — County E.C. to erect four additional shelters at Houghton-le-Spring school. Plans by F. Willey, 34, Old Elvet, Durham, County Architect.

Dukinfield. — T.C. propose public shelters in Tame Valley area.

Mansfield.—B.S. to prepare plans and invite tenders for construction of further 16 static water storage tanks on selected sites.

Middlesbrough. — Strengthening of school trenches is to be carried out by direct labour, at £15,050.

North Shields.—Contract for decontamination centre, for the Tyne Improvement Commission, has been placed with Benjamin Peel, Ltd., East Mill Works, North Shields.

Salford.—T.C. to erect garages for ambulances.

Stockport.—T.C. approved shelter, boiler accommodation, etc., for B. Stoddard.—T.C. propose strengthening 25 additional public and domestic communal shelters.

Swinton and Pendlebury. — T.C. propose: Adaptation of unoccupied works for decontamination purposes; erection of additional Anderson shelters.

West Hartlepool.—Contracts placed by E.C. for shelters: Brougham school, W. W. Brazell, Ltd., and T. M. Stonehouse, Ltd., West Hartlepool; Sacred Heart R.C. school, R. W. Smith, Hartlepool, and J. W. Nicholson, High Hesleden.

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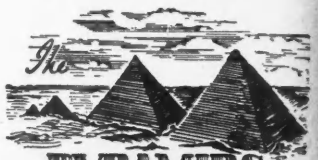
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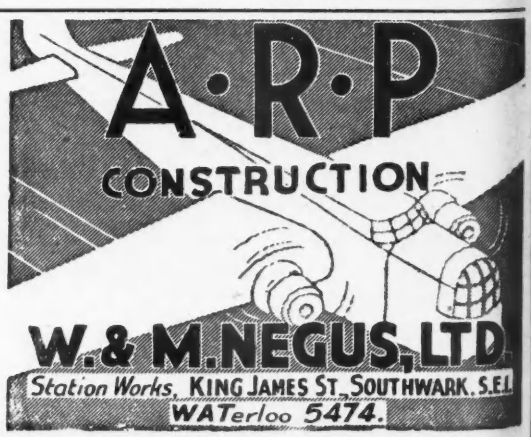

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